

Auto Express

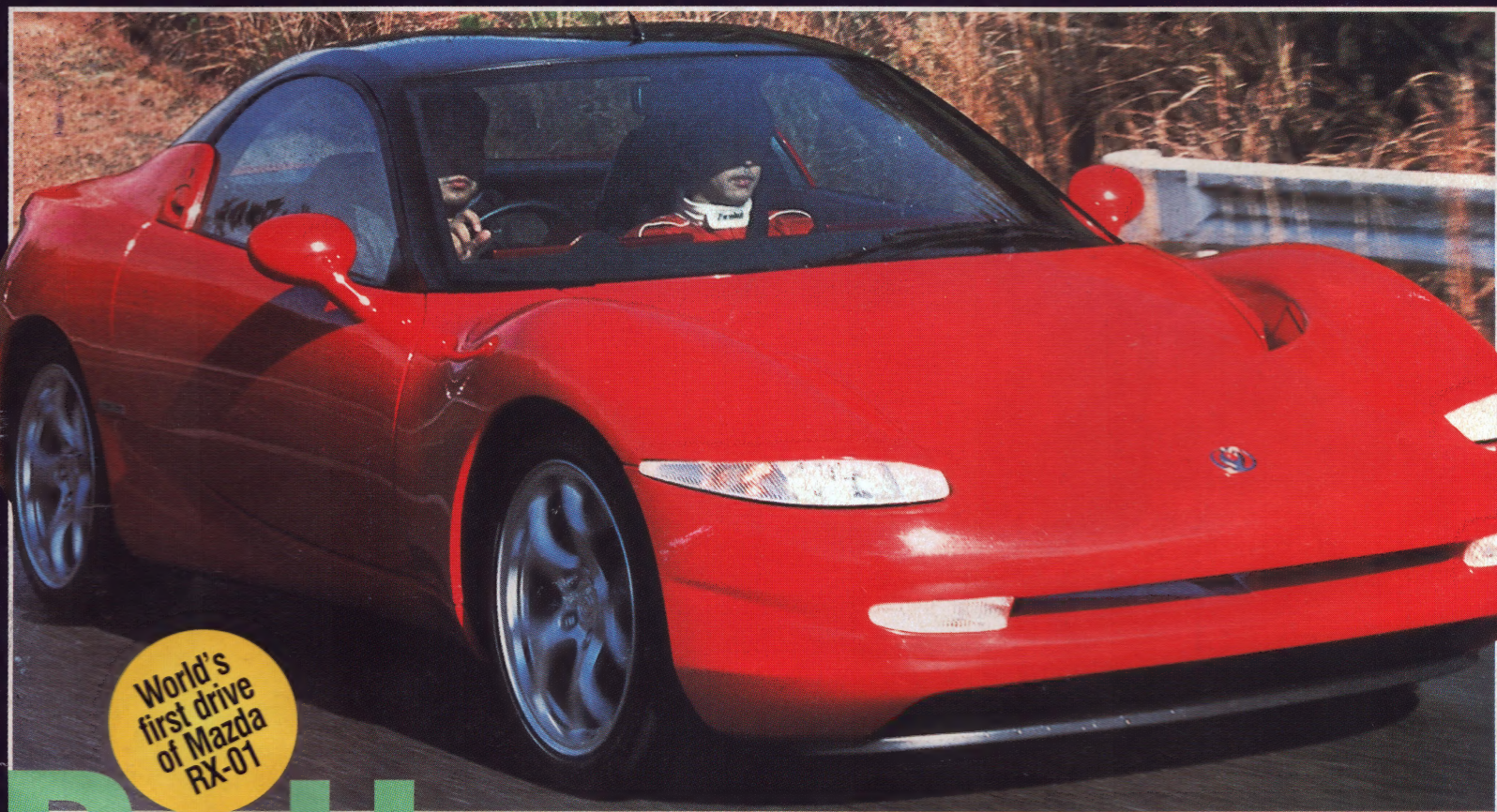
Lion cubs caught



World scoop
new Peugeot
106 & 206

Diesel Disgrace
One in two is illegal

The £64,000 question
Does new Porsche pass our test?



World's
first drive
of Mazda
RX-01

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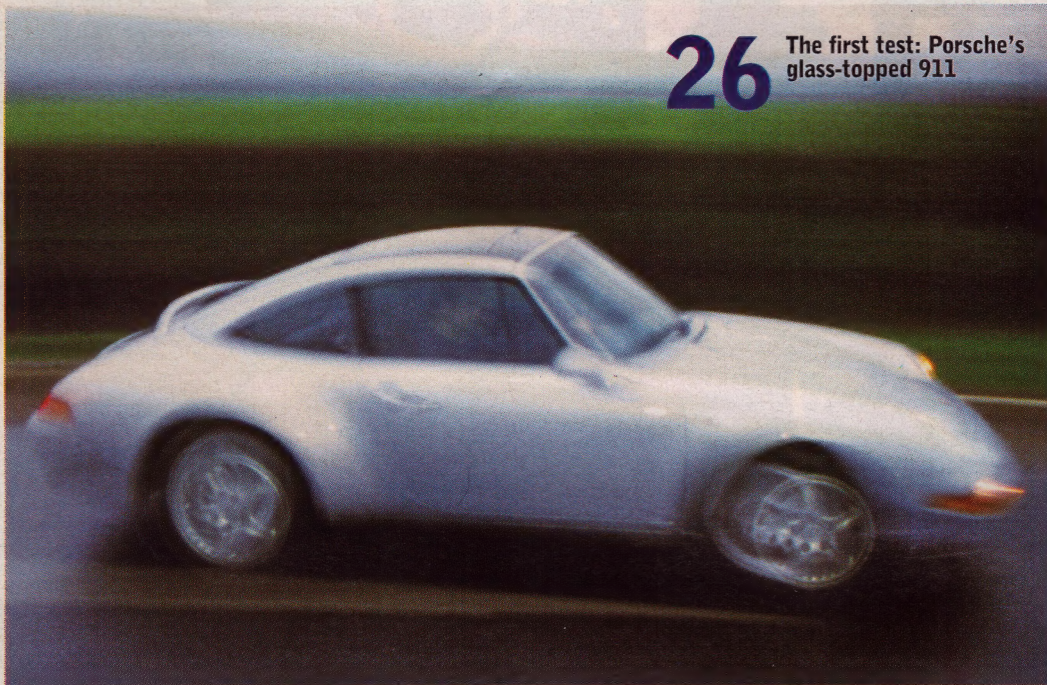


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Auto EUROPE

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Survival of the

■ **By James Foxall**

IN gymnasiums all over the world, Formula One drivers have been tuning up their bodies as they get fighting fit for this year's gruelling eight-month grand prix season.

And none more so than world champion Michael Schumacher – both on and off the track and in the gym, he's the man they all want to beat.

Since coming to F1 in 1991, he has set new standards in fitness. He revealed in his

autobiography: "When I have my body under control, I feel better mentally."

They might work sitting down, but F1 drivers need to be among the fittest athletes in the world to withstand the incredible stresses of driving a grand prix car.

While engineers have spent the winter refining the race cars, drivers have been tuning and tweaking their bodies to be in tip-top condition to tear round a track at 200mph.

Jacques Villeneuve's race engineer at Williams-Renault,

Jock Clear, explained: "The drivers have to think about so much during a race – their pit-stop strategy, how the car is performing, and how to save their tyres – not to mention staying ahead of their rivals. They don't want to be puffing and panting."

While they are muscling a 600kg, 750bhp F1 car around the circuit, grand prix drivers have to contend with about twice the G-force you feel when a fairground waltzer is at its most frenzied speed.

Ferrari star Eddie Irvine said:

"An extra two or three per cent of fitness can be vital in winning the world crown"

Damon Hill

"In the build-up to the season drivers train by hanging all kinds of things off their helmets in an attempt to strengthen their neck

muscles to cope with the G-forces.

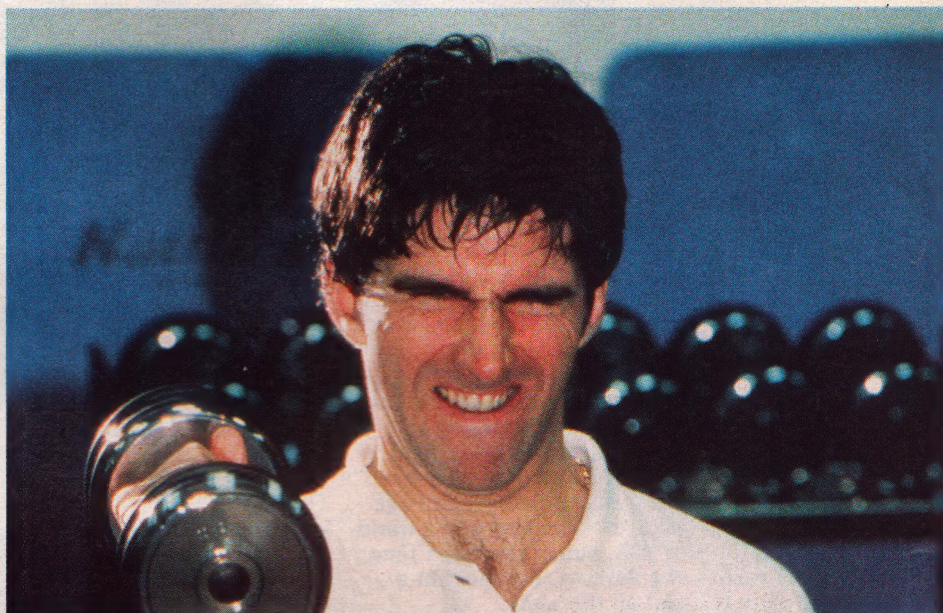
"This winter I've been working very hard on my general fitness and in particular my breathing."

And it's paid off. Like many of his colleagues Eddie is so super-fit his heartbeat is around 40 beats per minute when he's relaxing. The average is 72.

But Irvine's not the only one who's been hard at it. Damon Hill has spent the winter working up a sweat at his Irish home in Dalkey near Dublin. He said: "This winter I've been working very hard on



Superfit world champ Michael Schumacher goes through the fitness routine that helps him beat rivals to the punch on the track



Damon Hill pumps iron in the search for the extra fitness he hopes will take him to the title



Sauber driver Heinz-Harald Frentzen pushes himself to the limit on the track and in the gym

fittest

my fitness because I don't want to leave anything to chance. I think the extra two or three per cent of fitness could be vital in winning the world championship."

For Mika Hakkinen it's been a different story. The Finn suffered a smashed skull when he crashed while qualifying for the Australian Grand Prix last November.

And after spending most of the winter laid-up recovering, he faces a battle to reach peak fitness. Like his F1 colleagues he's been running, swimming, cycling, working out in the gym and living like a

health-conscious monk to ensure there isn't an ounce of surplus weight on his 5ft 11in frame.

That means no beer, cigarettes or chips. Meal time consists of wholemeal bread, pasta with low-fat sauce, steamed vegetables and mineral water. For a treat they might nibble on some grilled chicken. Which is why, when the world's best step from their cars after a two-hour race, most of them look as fresh as a daisy. ■

Jean Alesi profile p94

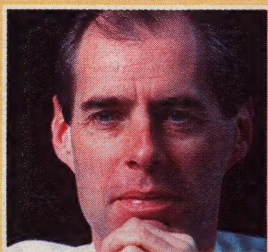


Mika Hakkinen shapes up in Monte Carlo, less than three months after a near-fatal accident

The inside story

THE doors opened this week on Europe's biggest motor show in Geneva and what did they reveal? Loads of flash cars at flash prices which will only be bought by flash people. OK, we all like to read and dream about new £64,000 glass-topped Porsches and £200,000 mega-stretch Rollers, but just what is the industry doing when it spends obscene amounts launching cars for the lucky few? Round of applause here please for Ford, that very sensible car maker showing the way by lifting the lid on the exciting and relatively affordable open-top Lynx, the Fiesta-based car featured opposite. In the summer, those also-very-sensible people at Peugeot will launch the revised and extremely affordable 106. Our exclusive spy pictures on Page 14 show what it will look like – and also give a world-first glimpse of the new 206, due in two years time. Not quite the cachet of a Porsche, I agree, but a damn sight more relevant all the same.

● **THANKS** for your messages of support for the new-look Auto Express. Your comments are appreciated. Remember you can buy Auto Express for half-price – that's 75p. Page 82 tells you how.



David Johns
EDITOR

The week ahead

- **March 8:** AA releases results of a study into huge variations in car insurance for drivers in different parts of the country. The report also looks at the disparity between premiums for inner cities and rural areas, and shows that quotes for the same car and driver can vary by up to £200.
- **March 8:** BBS launches RC aluminium road wheel which is 27 per cent lighter than alloys.
- **March 9:** Centenary of the Motor Industry celebrations start in Coventry with open-air theatre and car painting sessions.
- **March 10:** The Formula One season kicks off with Australia's Melbourne Grand Prix.
- **March 13:** Road Safety Minister Steven Norris will attend launch of a new initiative, sponsored by insurers Frizzell, aimed at encouraging drivers to improve their knowledge of the Highway Code.
- **March 14:** The Association of London Governments holds a seminar at the Church House Conference Centre in Westminster, on city transport and tourism.

Don't quote me

Jacky Cashmore
Rescue centre manager

“He's a gentle giant but when he spots cars he starts trembling and wants to go after them”

[Jacky was talking about Henry, an Anatolian Karabash dog rescued after he broke free and chased cars along the M40 in Bucks.]

Ford's Lynx

By Andrew English

FORD is feline just fine following the unveiling of its two cat-like small coupés.

After the Puma, shown in last week's Auto Express, here comes its open-top sister, the Lynx.

Publicly viewed at the Geneva Motor Show, the Lynx is a four-seater sports car concept based on the Fiesta. It was designed to show the flexibility and potential of Ford's supermini platform.

The new Fiesta is already available as a

three and five-door hatchback, a combi-van and – in South America, at least – a pick-up.

This autumn, a shortened version will underpin the baby Ford Ka and next spring the Puma will go on sale. But will there be an open-topped sports car too?

The pretty Lynx concept is a non-starter – it was only finished a few days before the Geneva Show's opening – and Ford will have its work cut out competing

against Vauxhall's successful Corsa-based coupé, the Tigra, which already has a two-year head start on the Puma.

The Lynx, though, is an intriguing prospect. Its winning design is the work of American Gary Braddock and was selected after a competition among Ford's youngest designers for a Fiesta-based car they would like to own and drive.

The most interesting feature is the



Ultra-wide wheels and absence of door handles give futuristic look – but will Lynx eventually make it on to the market?

Brit of alright

BRITISH car buyers looking for a top deal can find some of the best bargains on their own doorstep.

A fresh report on car makers' prices by the European Commission shows that the UK is one of the cheapest EU countries for new cars.

A total of 10 models are 'best buys' in Britain, including the BMW 520i and 730i, Citroen ZX, Peugeot 806 and three Volvos, 440, 850 and 960.

Only the Vauxhall Corsa is more expensive here than anywhere else, the survey of 77 models shows.

Italy is the cheapest market overall for new cars, with 30 models more competitively priced there than elsewhere.

In contrast, Austrian and German car buyers face the heftiest forecourt price tags, with more than 20 of Europe's most expensive motors in each country.

Roger King, director of public affairs at the Retail Motor Industry Federation, said: "You have to look at the total deal available to the majority of consumers, where they probably have a used car to trade in."

"We're cheaper than anywhere else in Europe and the world on deals like this."

Alan Pulham, director of the National Franchised Dealers Association, said that although the UK's new-car market remained tough, drivers could now take advantage of some great deals.



Joe's woe

A CAR finance deal is among money owed by TV entertainer Joe Longthorne, who is fighting to avoid bankruptcy with debts of £1.5 million.

The star has unpaid bills to 73 creditors, including Ford Credit Europe which he owes £1,094 – understood to be for a new car.

with Fiesta

roll-over protection that comprises twin bars running the length of the cockpit. These form the frames for the side windows and act as guide rails for the fold-away roof.

The front end betrays the car's Fiesta origins, with the Ford oval radiator opening and headlamps borrowed from the Puma.

Distinctive

The Lynx's tail looks like it was influenced by the Tigris, although Ford claims its distinctive shape is part of the wedge-like design.

Inside, the Lynx uses the Fiesta hatchback's instrument moulding



Springtime launch for the 1.7-litre Puma, selling at £15,000

and dashboard. The switches get metal-look covers, the gearlever is polished aluminium and the seats use experimental fabrics. There are no exterior door handles and access is by swiping a magnetic smart card.

Like the Puma, the Lynx would use a 1.7-litre, 125bhp version of the Zetec-SE Yamaha engine which, in 1.25-litre, 75bhp form, is already used in the Fiesta

hatchback. There's also a five-speed manual gearbox and super-wide, 17-inch, aluminium wheels, low-profile tyres and titanium racing brakes.

With the Puma already being pilot-built in Germany, Ford will not rest on its laurels. Executives claim the company can now develop a vehicle in just three years.

So perhaps a Lynx launch in 1999 isn't such a long shot, after all...



Tail looks Tigris-influenced, although this is hotly denied

Tougher crash tests

PRESSURE from British motoring organisations and road safety experts could force a change in European law which should help save thousands of lives every year.

Euro-MPs last week rubber-stamped more stringent side-impact crash tests for all new car models from October 1998 and all cars produced after October 2003, in a move the RAC dubbed "the most important piece of safety legislation this decade".

The test, which involves a side impact into a stationary car by a barrier mimicking the average family saloon, will become law after final approval from the Council of Ministers.

A UK-led campaign to set the barrier's ground clearance at



Cars will have to withstand full side impact under fresh laws

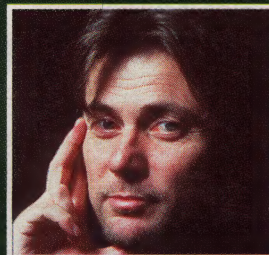
300mm, as opposed to the manufacturers' preferred 260mm, will ensure higher safety standards.

Around 650 people die from side-impact collisions each year in Britain, a tenth of the Euro total.

● SWEDISH car maker Saab has developed a head restraint which will snap forward during a crash at speeds as low as 9mph to prevent whiplash injuries. It will be fitted as standard in new models.

[Mike Rutherford]

at full chat



Mike Rutherford is motoring correspondent of the News of the World and presenter on London News 97.3 FM, Sundays 4pm and Wednesdays 9.15pm

“ I DON'T know about you, but I blow more money on petrol and diesel than I invest in food, booze, holidays, clothes and all the other 'essentials' of life.

I've driven hundreds of thousands of miles over almost two decades, mostly at my own expense. That probably means I've taken 10 – or maybe 20 – grand out of my pocket and donated it to petrol retailers and oil companies who, in return, gave me 14 zillion litres of 'juice' which I never even saw.

If it's true that the two biggest purchases in life are a house followed by a car, it must also be accurate to say that fuel is number three on the list.

That's why I'm worried that there are fewer and fewer fuel companies and forecourts out there offering me real price competition. Unless I'm prepared to go out of my way (thereby clocking up unnecessary mileage and, ironically, wasting fuel), I usually buy from a no-frills supermarket pump. Alternatively, I can fill-up at local Esso, Shell, Texaco or Mobil sites. After all, they're four of the biggest 'traditional' fuel companies. Or they were, until last week. Now they're down to three.

Following the takeover of Mobil by BP, the punters who buy their own fuel are in danger of seeing even less genuine competition on the forecourt. Not that we see too much competitiveness, even with the arrival of Esso's Price Watch campaign. Now that Mobil has been wiped off the face of Europe, there's even less room for meaningful price competition at the pumps, and more space for a handful of oil giants and forecourts to monopolise the market. Not that I'm accusing anyone of operating a monopoly, of course. Wouldn't dream of it.

Consider this, though. If consumers do their homework, it's possible to enjoy massive savings on all sorts of goods. You can buy an insurance policy, for example, for 50 per cent less than another. It's possible to buy two pounds of apples in some fruit shops for the price of one pound elsewhere. You can avoid garages charging £50 an hour for labour and find one closer to £30. I impressed Mrs Rutherford once – just the once! – when I bought 12 Sunblest crumpets for the price of eight.

But if you want to cut down on one of your largest annual bills – petrol/diesel expenditure – the savings are minuscule from shopping around. And the way I see it, the potential saving will get smaller still, now that Mobil has been taken over.

What's more, the oil companies and retailers know that to a degree, they have us by the throat.

So unless there's an offer of serious price competition at the pumps, we should think about bypassing them altogether. Maybe it's time for manufacturers to get electric cars on sale in Britain so that we can charge our motors up at home overnight using cheap rate electricity.

Oil companies and forecourts – who needs 'em? ”

Test fails are no choke

■ By Lydia Aydon

DESPERATE learner-driver Keith Murray is turning to a hypnotist for a hand, after failing his driving test 35 times.

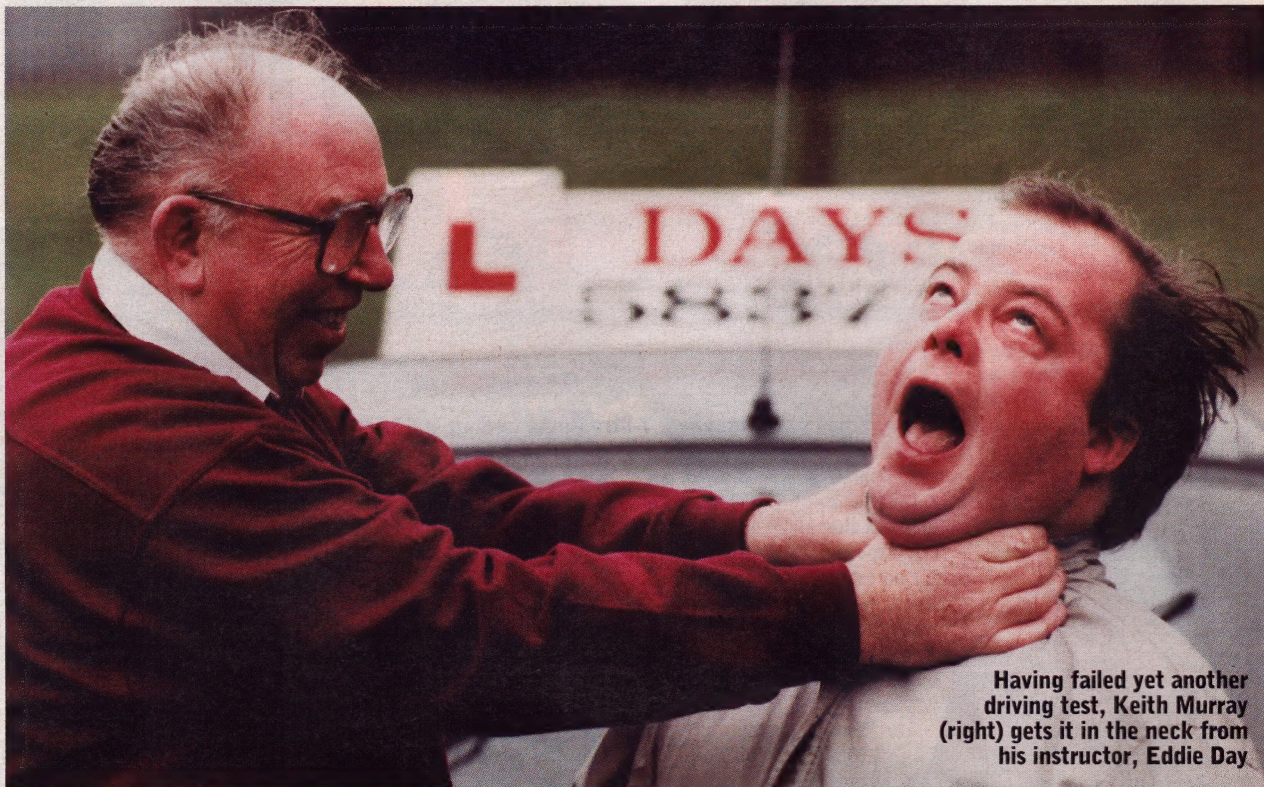
The National Council of Psychotherapists heard about the nerves which overwhelm Keith when he gets behind the wheel, and offered to help. They are giving Keith, a publisher, free hypnotherapy sessions to try and help him overcome his plight.

"I've been driving since 1986 and have had nearly 1,450 lessons. With test fees, I've probably spent around £9,000," said Keith.

Council chairman John Dove said: "We'll help him think clearly and act precisely. We have already helped one person who had failed eight times. He passed on his next attempt."

"I'll try anything once," said Keith, as he headed off for yet another driving lesson.

● **LEARNERS** sitting the new theory test will need to get 26 answers right out of 35 to pass, the Driving Standards Agency has revealed.



Having failed yet another driving test, Keith Murray (right) gets it in the neck from his instructor, Eddie Day

News in brief

● **HEATHER** Small, lead singer of pop group M-People, was presented with a new Peugeot 406 for allowing the manufacturer to use her song, Search For The Hero, in its TV advert. Unfortunately, she can't drive!

● **A RECORD** 30,000 entries were received for our fantastic competition to win a Mitsubishi Carisma. The lucky winner was Neil Moffatt from Sidcup, Kent.

● **LIVERPOOL** police had to search for their own assistant chief constable's car after it was stolen by joyriders. The Vauxhall Senator had been taken from behind the city's Philharmonic Hall. It was later found abandoned in nearby Toxteth.

● **KWIK-Fit** garage boss Tom Farmer is a bit miffed at his new grandson's name. Tom's daughter called her son Adam Thomas Swycher. The baby's initials, ATS, represent Tom's biggest rival.

● **FORD** is recalling all Fiestas built between March

1989 and September 1990. A fault in the sensing mechanism on seatbelts has been found, which can cause the inertia-reel belt to lock. All owners will be contacted and the work carried out for free.

● **BRITISH** lorry drivers are the highest taxed in Europe, according to the Freight Transport Association. UK drivers pay the most for both vehicle excise and fuel duty on goods vehicles, putting British industry at a disadvantage in the export market, says the FTA.

● **DEVON** County Council says the RAC is putting motorists at risk by removing emergency phones from remote areas. The RAC says the phones are too expensive to run, and adds most people now use mobiles or roadside phones linked to the police.

● **INDIAN** businessmen are desperate to buy Jaguars after the luxury car maker exhibited for the first time at the Delhi Motor Show. Jaguar expects to start selling cars there next year.

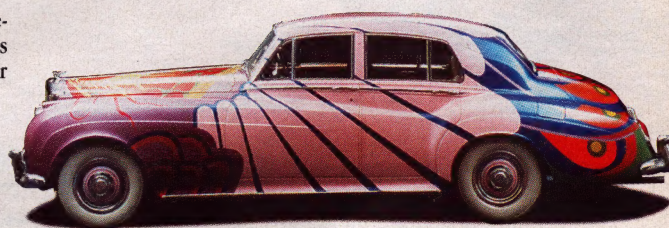
Baby you can drive my car

JOHN Lennon's unique psychedelic Rolls-Royce Phantom has been sold at auction in America for a staggering \$3.8 million.

The ex-Beatle transformed the plain black car in the late Sixties with the help of some friends and several buckets of paint. John previously thought the car was too "dreary".

But the personal touch seemingly did not go down well with Rolls-Royce directors at the time. They told Lennon: "A Rolls is not an Oriental brothel."

The private collector, who paid



nearly six million US dollars to secure the car at the New York auction, probably thinks he's got a real bargain.

The remaining three Beatles have now got back together to

produce a collection of new songs, using Lennon's voice from old tapes. Consequently, the group is as popular today as ever. Their recent single, Free As A Bird, reached number two in the charts.

Off-roader was four it

A 4x4 driver copped it after getting stranded and then overdoing the 999 calls.

Police gave a stern warning to the man who got his Vauxhall Frontera stuck halfway across Headley Ford in Newbury, Berks - and phoned for help.

When local PC Colin Lilley arrived at the scene, he found four fire engines, two ambulances and two doctors already in attendance.

Total recall soars

OVER a million cars were ordered back for vital safety checks last year, new figures reveal.

The number of potentially dangerous vehicles recalled soared to 1,224,627 in 1995, compared with 637,276 in 1994.

Despite technological advances made by the motor industry, most recalls were for 'simple' defects such as worn brake pipes or wiring faults. But disturbingly, an increasing number of problems now concern airbags, which are fitted as standard on the majority of modern cars.

Just two faults accounted for nearly 790,000 cars recalled last year, according to the Department of Transport's vehicle safety branch.

An electrical sparking problem forced Vauxhall to adjust 601,131 Astras, Cavaliers, Corsas and Omegas, while Volkswagen dealt with 188,000 Golfs and Jettas which had a danger of coolant leaking into the passenger cabin.

Total recalls have not topped the one million mark since 1988 when 1,333,673 vehicles had to be returned to showrooms for safety checks.

A bright outlook

GREEN, once one of the most unpopular car colours, looks likely to make a comeback over the next five years.

That's the forecast of top styling experts who say green is definitely becoming the 'in' colour, along with bright hues reminiscent of the Sixties and Seventies.

And a display in Birmingham is showing other shades drivers are



Experts predict these will be top colour choices for our cars

likely to see on the road by the year 2000.

Dr Rainer Becher of leading paint manufacturer PPG said: "Top shades in Britain used to be red,

white and blue. But the colours of 20 years ago are now back in favour. Orange and purple will also appear, but with a fresh, modern look."

Beacons of hope

■ By Mike Rutherford

HI-TECH light beacons used in Germany could put an end to horrific motorway pile-ups if they come to Britain, say experts.

Known as Companion, the life-saving crash prevention equipment has been designed for busy motorways where an accident involving one or two vehicles can turn into a multiple pile-up – like the recent 50-vehicle smash on the M4.

Companion consists of small, inexpensive beacons installed every few yards at the roadside. When there's an accident miles ahead, the eye-level amber lights start flashing to warn drivers of unseen dangers.

As road users get closer to the accident scene and the possibility of ploughing into wreckage increases, the lights change to red and flash more rapidly to signal imminent danger.

"When drivers see flashing beacons they know there's likely to be trouble ahead of them," said a spokesman for the inventors of the system – a consortium comprising BMW Research, ADAC (the German equivalent of our AA), and the transport authorities of the Free State of Bavaria.

"The signals are effectively saying 'please slow down, be ready to stop'. There may be a tailback, accident, roadworks or a breakdown vehicle on the carriageway. There might even be a car travelling in the wrong direction and heading your way," he added.

A long stretch of road approaching Germany's Munich airport already has Companion installed, and the system is also destined for the country's autobahns.

Britain's two main motoring associations, the AA and RAC, say



Warning beacons may prevent pile-ups like this M4 smash

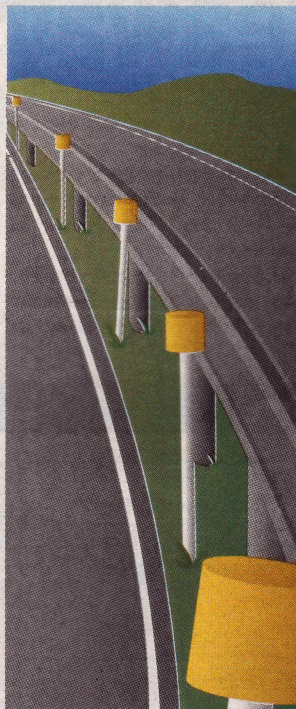
this new technology should be introduced here, if only on a trial basis. They add that if warnings are given far enough in advance, drivers could even leave the motorway and find alternative routes, avoiding potential accident scenes altogether.

Trigger

Although the lights are currently activated by a computerised traffic centre, the aim is for cars with on-board gadgetry to trigger the beacons the moment the vehicle is involved in an accident.

The Companion system is virtually indestructible. Once removed from the ground, the beacons are useless. Even if several are taken by vandals, the remainder will continue to work. If the beacons are erected as the motorway is being built or resurfaced, installation costs are much lower.

But it seems unlikely Companion will be installed at Britain's motorway blackspots in the near future – a spokesman for the Department of Transport told Auto Express his office wasn't even aware of the system.



Eye-level flashing beacons at regular short intervals will attract drivers' attention and warn of an accident or other possible hazard ahead

[We ask the questions]



Terry Venables

The England football team coach is currently preparing the squad for this summer's European Championships

What do you drive?

A Daimler. It belongs to the Football Association and comes with the job – and a very nice part of the job it is.

Has it lived up to expectations?

To start with it was not very good and suffered with a few teething problems. So I had it taken away for a complete overhaul and now it is a joy to drive.

What was your first car and how much did it cost you?

I had a small Ford, but to be honest I can't remember which one it was or what it cost me.

Is there a car you'd really like to own?

I am not really a passionate motoring man, but I must admit I do like Mercedes. I'd turn down any green car, though, as I think it is an unlucky colour. I once owned one and it was nothing but trouble.

What is your favourite driving music?

I have to sit on the squad bus with the England lads who like modern music played loud, so when I am on my own I prefer something quiet.

Do you have a favourite road?

I have two favourites: Park Lane in London and Avenida Diagonal in Barcelona, which is a long dual-carriageway into the city centre. It's a great drive, passing the polo club and Nou Camp soccer stadium.

Your most memorable driving moment?

The drive from Wembley after we beat Denmark in my first game as England manager. There were cheering fans everywhere. How could I forget that?

Do you suffer from road rage? If so, what's the worst case you've been in?

I've suffered from it twice, but neither incident was really bad. I try to keep calm when driving in London, just as I do when watching the team from the sidelines.

Have you ever broken down?

Yes. I once broke down on Hammersmith Bridge, much to the amusement of local taxi drivers. But now the England team is sponsored by recovery organisation Green Flag, I don't see being rescued as a problem.

How would you describe your driving style and do you have any confessions?

I think I am what might be called a quick driver, but I'm not about to make any incriminating confessions!

Baby Land Rover spied

By Lydia Aydon

THESE exclusive pictures reveal Land Rover's newest baby, code-named CB40. It is set to be a serious rival to the Toyota RAV4 and Suzuki Vitara, and Land Rover vows it will have class-leading performance and equipment.

The CB40 will be in the showrooms by 1998. The basic version is likely to cost around £15,000 while an upmarket five-door V6 could hit £20,000.

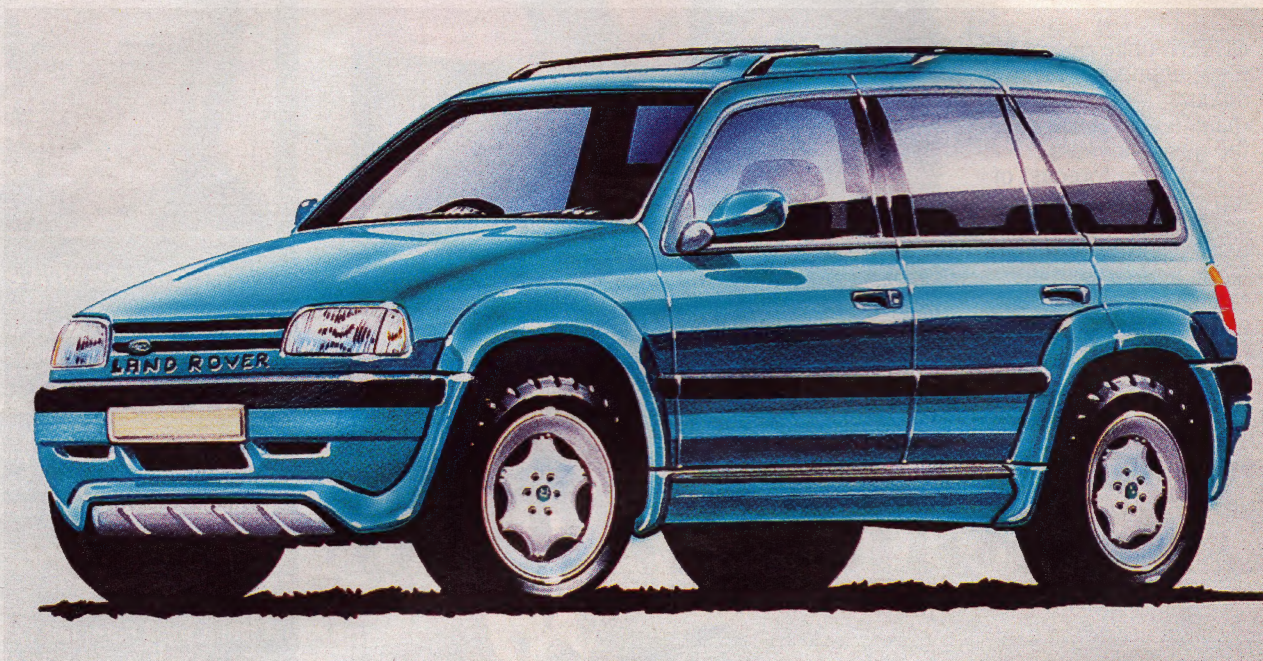
And although more expensive than the competition, Land Rover believes its prestigious name will help it sell.

Using a monocoque body instead of the traditional chassis, the new small Land Rover retains the Defender and Discovery's aggressive looks but has a more sophisticated edge.

It will be available with a variety of petrol and diesel engines, including the new K-series 1.8-litre powerplant recently launched in the MGF sports car.

The top-of-the-range model will be powered by a 2.5-litre KV6 which is scheduled to be launched in the new Rover 800 next year.

Although heavily disguised in our spyshot, the baby Land Rover will have a wide track and be about 4.5 metres long and as tall as a people carrier.



New Land Rover CB40 – caught on secret test (left) – will cost around £15,000 and be available in 1998

Miles of smiles

HAPPINESS is a full garage. Or so says a new survey, which shows the more cars you have, the less depressed you're likely to be.

Researchers at the University of Wales College of Medicine have discovered that people with only one car are 25 per cent more likely to be depressed than drivers with two or more. Those with no car at all have a 37 per cent higher risk of suffering the illness.

But study author Professor Glyn Lewis believes it's not so much the cars bringing happiness – it's having the spare cash to buy them.

He points out that vehicle ownership is linked to wealth, and wealthier people suffer less mental illness than the poor. In

other words, if you've got the blues because you're in the red, buying a new car won't cheer you up.

We asked TV comic and car enthusiast Bobby Davro what he made of Professor Lewis's new theory.

The comedian, who owns a Range Rover and Mercedes 500SL convertible, said: "It really all depends on what car you get to cheer yourself up. If you buy a Skoda you might as well go out and slash your wrists straight away."

"Or perhaps you could get one of those cars with computerised voices. Vauxhall have recently brought one out which tells jokes – it's called the laughing Cavalier."

Ron's costly takeaway

CAR theft victim Ron McDonald was dealt a double blow after joyriders stole his car.

First the thieves wrote off his beloved D-reg Austin Montego. Then Ron, of Grangetown, Cardiff, received a bill for £5,500 damage to another vehicle – while a 15-year-old youth arrested after the crash was sent on a trip

to Austria to help him turn over a new leaf.

Ron, 43, stormed: "This is ludicrous. I am not going to pay."

He received a £1,200 pay-out for his wrecked motor after youths stole it from outside his house and collided with another car just a few miles away at Ely.

But he was amazed at the cash

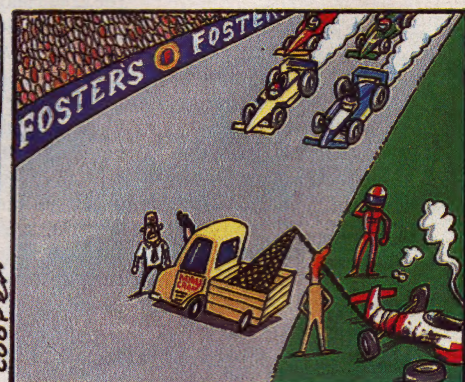
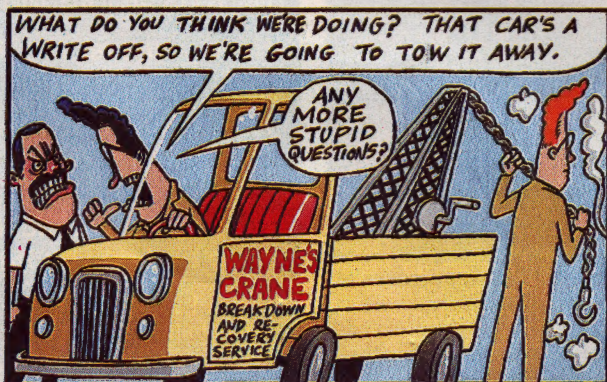
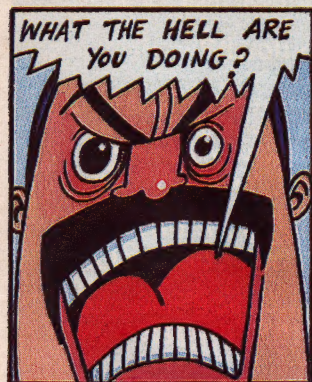
demand from the other owner's insurance company.

Ron passed the compensation claim to his insurance broker and is now waiting to hear whether he will have to pay.

He added: "It seems I could be held responsible while one of the kids who stole my car gets sent on a foreign holiday."

Petrol Shop Boys

By Simon Cooper



Doubles take rescue award

ROAD-crash victims often see double when they come round – particularly when the Legg brothers come to the rescue in their ambulance.

Identical twins Michael and Colin, 49, work for Wiltshire ambulance service and are based at the same Trowbridge station.

Michael was the first of the brothers to join the emergency services 22 years ago, and he was followed just a few months later by Colin.

Now they have both received the Queen's Medal in recognition of their long service. Both are leading ambulancemen who frequently attend major incidents.



[Howard Stableford]

today's world



Howard Stableford is presenter of BBC TV's *Tomorrow's World*. He drives a Mercedes 190 and Panther Kallista and rides a Harley-Davidson

“ AROUND midnight in Hong Kong, the frantic push of traffic finally slows to a tolerable bustle. My hotel room feels like an oasis of calm in the urban jungle and I have breathtaking views across the harbour, looking out to Kowloon and the mountains of the New Territories beyond.

I also look down on one of the island's busiest thoroughfares, the Eastern Corridor, and wonder what the future will hold. The existing infrastructure can't cope with the present, let alone with what relentless television propaganda is hailing as massive expansion under Chinese rule next year.

In fact, the future is the reason I'm here, on a filming assignment for a *Tomorrow's World* special which will be broadcast at the end of May.

At this time of night, the Toyota Crown taxi is prince of the streets. The taxis are reasonable value, although the double-decker buses and clattering trams are a more fun way of getting around. All of these choices, though, are preferable to hiring and driving a car yourself.

Climb behind the wheel in this city, and you're asking for trouble. Taxis jockey for position with combi mini vans, while luxurious Mercs and Lexus saloons cut in and out. The stress is relentless – if you snooze, you lose. But surprisingly, in this constant battle for a few inches of space, nobody will dare break the smallest rule of the Highway Code – stopping on a yellow line.

One night I spent more than 15 minutes trying to hail hundreds of Crowns but was not given a second glance. Finally, a friendly face explained that I was standing on a single yellow line, and no driver would risk stopping for fear of being caught by the traffic police. One cabbie told me he had recently been fined the equivalent of £100 and had four points put on his licence for exceeding the speed limit by just six miles an hour.

That Hong Kong's traffic has not improved over the 10 years since I first visited the island comes as something of a surprise to a technology optimist like myself. All those years ago I flew over to report on an ingenious proposal to carve the city up into zones and charge motorists different amounts according to each zone's traffic congestion.

The scheme involved fitting a metal plate containing a unique identity code on every vehicle's chassis. Electric eyes located under the road surface would then read the car's code and bill the owner according to where the car had been and at what time.

I suspect the proposal didn't take off because the prospect of having their every move scrutinised by central office was simply too much of an affront to the Hong Kong people's civil liberties. Big Brother is already watching from across the northern border. The people don't need him reaching up from beneath the city streets as well. ”

Europe hits back

IN a dramatic car-buying U-turn, European makers are finally overtaking those from the Far East in the race for British motorists' hearts.

So says a major new Cornhill Insurance survey, in which nearly 21,000 clients were asked to rate their cars in various categories.

Small and medium European cars did especially well, with Fiat's Punto winning best supermini and the Renault Laguna being cited as the top 'repmobile'.

Mercedes dominated the executive category, while the home-grown Rover 400 was only just beaten into third place in the lower medium group by Mazda's 323 and Toyota's Corolla.

The results were markedly changed from last year's Cornhill Motor Test, which showed British motorists backed Japan. But European firms still face an uphill fight to win over Japanese car buyers, who are shown to remain among the most doggedly loyal.

"Value for money, reliability and previous experience of a particular car rank highest among purchasing influences," the report said.

Britain's favourite cars

How British motorists rate cars up to three years old:
A = Excellent; B = Good; C = Average; D = Below average

	Design/quality	Brand loyalty	User friendly	Performance
Mini/Supermini				
Citroen AX	C	C	D	D
Fiat Punto	A	A	C	A
Ford Fiesta	C	C	D	C
Nissan Micra	B	C	C	B
Peugeot 106	C	C	D	C
Peugeot 205	C	C	D	C
Renault Clio	C	C	C	B
Rover/MG Metro	C	C	D	C
Rover Mini	C	D	D	C
SEAT Ibiza	C	C	D	C
Vauxhall Corsa	C	C	D	C
Volkswagen Polo	C	C	C	B
Lower Medium				
Citroen ZX	B	C	C	C
Ford Escort/Orion	C	C	D	C
Honda Civic	B	B	C	A
Mazda 323	B	B	C	A
Nissan Sunny	C	C	C	B
Peugeot 306	B	B	C	B
Renault 19	C	C	C	C
Rover 200 series	C	C	C	C
Rover 400 series	B	B	B	B
Toyota Corolla	B	B	C	A
Vauxhall Astra	C	C	D	B
Volkswagen Golf	C	C	C	B
Volvo 400 Series	B	B	C	C
Upper Medium				
Audi 80/90	B	B	A	B
BMW 3-Series	B	B	B	B
Citroen Xantia/BX	B	C	D	C
Ford Mondeo	C	C	C	C
Honda Accord	B	B	B	B
Nissan Primera	B	B	C	B
Peugeot 405	C	C	C	C
Renault Laguna	B	A	B	B
Rover 600 series	B	B	B	C
Toyota Carina	B	B	C	A
Vauxhall Cavalier	C	C	C	B
Executive				
BMW 5-Series	A	A	A	A
Ford Granda	B	B	C	B
Mercedes-Benz C	A	A	A	A
Mercedes-Benz E	A	A	A	A
Rover 800 series	C	C	C	C
Saab 900	B	B	A	A
Saab 9000	B	A	A	B
Vauxhall Carlton	B	B	C	B
Volvo 700/900	B	A	B	A
Volvo 850	A	B	B	A

Results courtesy of Cornhill Insurance

It was all happening this week...

5 years ago

BRIGHTON council tore out 650 parking meters and introduced a voucher parking scheme, which town visitors claimed they didn't understand.

- Rover disclosed it was developing a fuel-injected Mini.
- More than 50 rally cars and stars of the past re-made history by running the Historic RAC Rally for the first time.

10 years ago

FORMULA One boss Frank Williams suffered massive injuries in a car crash in the South of France.

- General Motors wanted to buy BL, viewing Land Rover as the jewel in its crown.
- To help celebrate 75 years in Britain, Ford launched its new Escort. Key improvement was the new CVH lean burn engine.

15 years ago

NEW talent Nigel Mansell stunned observers and time-keepers at the season's first Grand Prix at Long Beach, USA.

- Budget hammered motorists with 15 per cent rises slapped on petrol, diesel and car tax.
- A fixed penalty system to deal with minor motoring offences was introduced.



**15 points
about the Lantra
Estate.
None of them
sharp.**

Hyundai have an admission to make.

Their new Lantra Estate is completely lacking in something. Right angles. From front bumper to rear, it offers an abundance of aerodynamic curves. It also offers an abundance of extras such as 3 years' Hyundai RAC assistance, 3 years' unlimited mileage warranty and a full 6 years' anti-perforation warranty.

Both the 1.6 and 1.8 litre models boast power steering, driver's airbag and, proof that they're as spacious as they are curvaceous, 62.5 cubic feet of cargo space. The 1.8 even has air conditioning.

Prices start from £11,999 for the GLSi plus a delivery and number plate charge of £423*. The attractive, new Lantra Estate from Hyundai awaits your inspection.

Now who would have thought the words 'attractive' and 'Estate' would ever appear within the same sentence?

If you would like further information about the new Lantra range from Hyundai please call freephone 0800 981 981.

THE NEW LANTRA. THE CURVY CAR.

Aerodynamic
body with 0.33 drag
coefficient

Body colour, flush
fitted door handles

Contoured body
panels concealing
dual side impact
door bars

Sculptured
adjustable driver's
seat

Deltoid-shaped
rear
combination lamps

Full or 60/40
split fold rear seats

Curved rear wind
screen

Wraparound one
piece body colour
bumpers

Body colour door
mirrors

Curved
electric windows

Full size
driver's airbag

Contoured roof
rails

Integrated
fog lamps

High mounted
(safety) stop lamp

Rounded
rear door with tail
gate gas lifters



Hot metal



The Citroën Saxo shares its platform and many components with the new 106, and goes on sale before the Peugeot



Lion's new cubs

Spy picture exclusive

THIS is the car Peugeot didn't want you to see, even though it goes on sale in only two months. The new 106 is captured by our spy photographers – and more exciting still, we can take an exclusive look at Peugeot's plans for a replacement to the hugely successful 205.

The 106 cub is being kept under wraps to allow its PSA sister, the Citroën Saxo, to steal the limelight at this week's Geneva Motor Show. The two cars have been developed on the same

platform and share many components, so their similarity is not surprising.

The new Peugeot is a more grown-up car than the 106, which went on sale in 1991. It not only looks more substantial, it is bigger and has more room inside. The cars in these pictures are all three-door models, but there will also be a five-door version, both arriving in the UK at the same time.

The 106 goes on sale in France in May, and will be in British showrooms in time for the August

registration rush after a mid-summer launch.

Powered by engines broadly the same as those in the Saxo – they come from the same PSA range, with revisions to suit Peugeot's requirements – the 106 will be offered here with 1.1, 1.4 and 1.6-litre petrol engines, plus a 1.5-litre diesel.

A new 16-valve 1.6-litre engine developing around 120bhp will power the sporty model (main picture) which takes over from the XSi, and although nothing has been confirmed, sources report the possibility of the 2.0-litre engine from the 306 S16 powering

a super-hot 106 which would rival Renault's Clio Williams.

Given a quick glance or seen on the move, the 106 and Saxo look very alike, despite what Peugeot and Citroën may say. But more careful study reveals differences in exterior styling: the headlamps, bonnet, wings and bumper moulding have been tailored to give each car a distinctive look.

To our eyes, the 106 is more interesting, thanks largely to the slanted headlamps which have become Peugeot's trademark. At the rear, the bumper-mounted number plate gives the 106 a cleaner-cut look than the Saxo,

which has its plate on the tailgate, and this contributes to a classier look overall. Given that the 106 will cost more than equivalent Citroën models, that's just as well.

But the new 106 is only part of Peugeot's plans. The current 106 has sold well – more than 150,000 in the UK since it arrived at the end of 1991, 45,000 of those last year – but it has a long way to go to match the success of the 205, the most popular Peugeot ever with 5.5 million sold worldwide.

Debate has raged within the industry for some time about whether there will be a new 205 – rival car makers are obviously



**106/206
revealed**

Sporty 106 S16 has a new 1.6-litre 16-valve engine producing around 120bhp



New 106 is distinguished from the similar Citroen Saxo by the Peugeot trademark slanted headlights



This is the only picture of the 205 replacement, probably called 206, due on sale in two years

Rear is also different to Saxo's, thanks to bumper-mounted number plate



At a glance

- New Peugeot 106 launched in May, on sale in July
- Three and five-door supermini, sister to Citroen Saxo
- 1.1, 1.4 and 1.6-litre petrol engines, 1.5-litre diesel
- New 16v, 1.6 in hot model. Chance of rapid 2.0-litre
- Replacement for 205 breaks cover at last, due 1998
- Will either be called 206, or have a proper name

hoping not! At one time, opinion within Peugeot was reputedly split down the middle: the marketing men desperately wanted a new 205, the engineers and designers felt the 106 and 306 covered the market and left no gap.

Sales figures show that a niche

does exist between the two, and so the quest for a new 205 is back on with a vengeance. The silver car (middle right) is the only picture in existence of the car that Peugeot will unveil in two years as the direct replacement for the 205. Speculation surrounds the

designation – 206 is the obvious choice, but some influential figures are known to favour giving it a name, a first for Peugeot.

Paul Chadderton

The new Jaguar XK8 p16



Current 106 range has sold very well throughout Europe



New Jaguar drew appreciative crowds at Geneva. It will cost around £47,000 when it goes on sale in October

Jaguar's superstar

Geneva Motor Show

B RITISH luxury car maker Jaguar was on a Swiss roll this week as it stole the limelight here with its XK8 coupé. This is the car which will carry its sporting traditions into the next century. The exciting Eight was revealed at the Geneva Motor Show, the same occasion where 35 years ago the famous E-Type made its first appearance.

The XK8, which goes on sale in October, replaces the XJS. Prices will start around £47,000 and there will be a convertible as well as the coupé.

Speaking as he unveiled the new car, Jaguar chairman and chief executive, Nick Scheele, said: "We at Jaguar are very proud to bring the XK8 to Geneva. It is an outstandingly beautiful sports car which I am confident will take its place among the all-time greats in Jaguar's sports car history".

The XK8 is the first new sports

car since the company was bought by Ford in 1990, and expectations are high. It follows in the tyre treads of Jaguar's best-selling sports car ever – sales of the XJS, which was launched in 1975, have exceeded 112,000.

Powered by an all-new 4.0-litre AJV8 engine – Jaguar's first production V8 – the XK8 will be sold as a luxurious sports tourer. No details regarding the power output of the quad-cam, 32-valve engine, have been released, nor of its performance, but it promises to be a real barnstormer.

Jaguar wasn't alone in waving the Union Jack in Switzerland. Lotus at last revealed its new V8 Esprit, and Aston Martin wheeled out a coupé based on the Vantage, also V8-powered.

The new flagship of the Esprit range, which goes on sale later this year, is powered by an extremely compact, twin-turbo

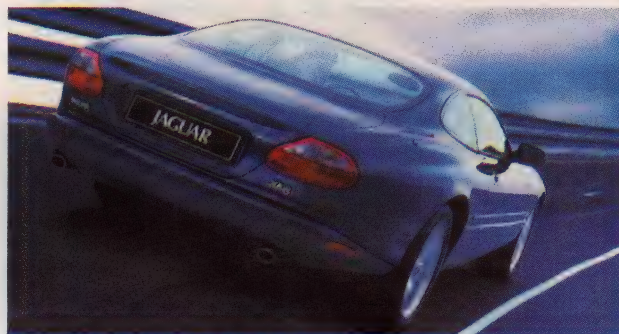
350bhp 3.5-litre engine. Designed to deliver mighty low-down torque, the V8 is already earmarked for a hike to 450bhp courtesy of an intercooler.

Aston Martin's new Coupé is on sale now – if you can afford the £139,500 price tag. Essentially a cut-price Vantage, the V8 Coupé doesn't quite have the performance of its big brother, despite its 5.3-litre, 350bhp V8 engine.

Individual

Back in the real world, Renault has finally taken the wraps off the 'monospace' version of its new Mégane. The Scenic is a people carrier, but not as we know it. Based on the platform of the Mégane hatch, it is Renault's response to requests for a smaller, cheaper version of its Espace.

Inside, the Scenic mostly uses Mégane parts, and features five individual, removable seats which all have fore/aft adjustment. And unlike the seven-seater Espace, there's a decent boot too.



Luxurious sports touring XK8 replaces long-in-the-tooth XJS

It will be on sale in Britain at the beginning of next year. Prices are expected to start at around £13,000 and there will be a choice of 1.6-litre or 2.0-litre petrol engines, as well as two 1.9-litre diesels, one turbocharged.

Renault also debuted a striking new concept car based on its Spider sportster platform. The Fiftie is a quirky, mid-engined, two-seater coupé with futuristic carbon-fibre body panels and retro styling features.

Inside, the designers have

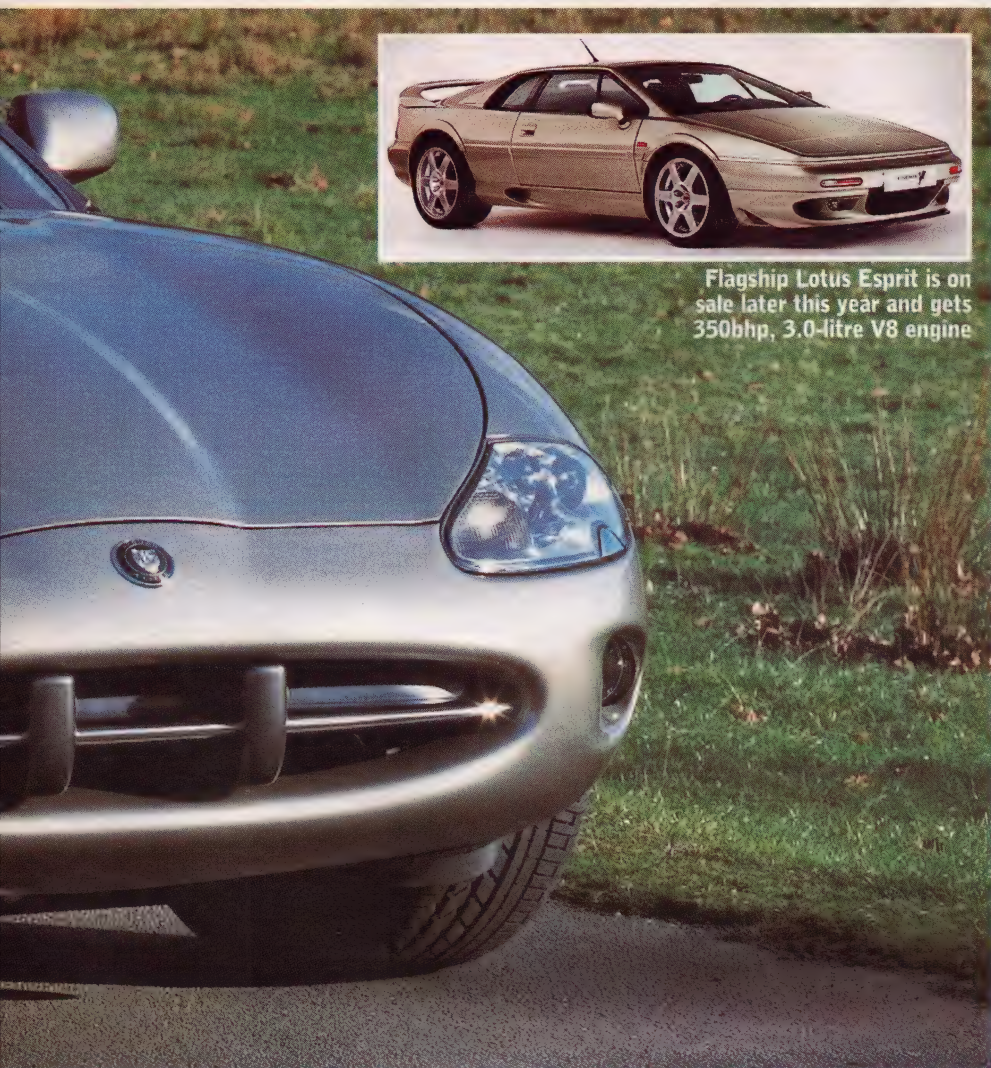
made use of natural fabrics like woven wicker and there is a full length, glass sunroof to keep the interior light and airy.

The Fiftie celebrates the 50th anniversary of the Renault 4CV. As well as the Spider's hi-tech aluminium frame, the Fiftie uses a new, 1.2-litre engine which will power the replacement Clio this summer.

Paul Chadderton

New Merc Estate p20

[New car news]



Flagship Lotus Esprit is on sale later this year and gets 350bhp, 3.0-litre V8 engine



Ford adds extra equipment and engines to Escort range

Escort specs to change in revamp

FORD announced a number of revisions to the Escort range on the eve of the show.

Britain's best-seller is now available with a new 69bhp turbodiesel engine in Encore, L and LX models, as well as the 89bhp unit.

A £14,495 Ghia X becomes the new flagship of the range. Its equipment includes air conditioning and a CD autochanger. LX and Ghia models are offered

with a 1.8-litre engine for the same price as a 1.6, and all Encores except the 1.3 will have power steering.

● Arch-rival Vauxhall's Corsa will undergo a mild facelift next spring. At the same time it will gain GM's new 1.0-litre three-cylinder ECOTEC petrol engine, confirming GM Europe's aim to cut fuel consumption on all its vehicles by 25 per cent by the year 2000.

Stretching a point

ROLLS-ROYCE showed its new six-metre Park Ward at Geneva. The £210,853 limo is four inches longer than the long-wheelbase Silver

Spur. The company has also taken four inches out of the Bentley Continental R to create the sporting Continental T, a snip at £220,312.

● HYUNDAI has unveiled its new Lantra-based coupé, which goes on sale in the UK this September.

Priced near £16,000, the good-looking coupé has an impressive turn of speed, a 2.0-litre engine giving 130mph and 0-60mph in eight seconds.

● PORSCHE has confirmed the September launch of its six-cylinder Boxster in Germany, priced around £33,949.

It expects the mid-engined 204bhp Boxster to take its world sales to 30,000 in 1997. Dealers in all markets have already taken 10,000 deposits on Boxsters.

● AUDI is set to boost its image with a new range of Quattro four-wheel-drive models. Unlike the current Quattros, new S variants will be seriously quick.

Topping the range is the mighty 340bhp S8. It will be joined by the V6 S4, the spiritual successor to the RS2, and the 1.8-litre S3, which promises 200bhp.

● BEETLEMANIA is about to make a comeback. VW's new Beetle made its first appearance at Geneva. It goes on sale in the UK in 1998 with a choice of either a 1.9-litre turbo-diesel engine or two unconfirmed petrol units.



New Mégane-based Renault Scenic will provide a cheaper, smaller alternative to the Espace



Retro-styled Fiftie concept has glass roof and carbon-fibre bodywork



last YEAR

To minimise spine twisting whilst driving,

NINETY *three* MILLION

our engineers have aligned the Mondeo's

WORKING

pedals, steering wheel and seat. You

DAYS *were* LOST

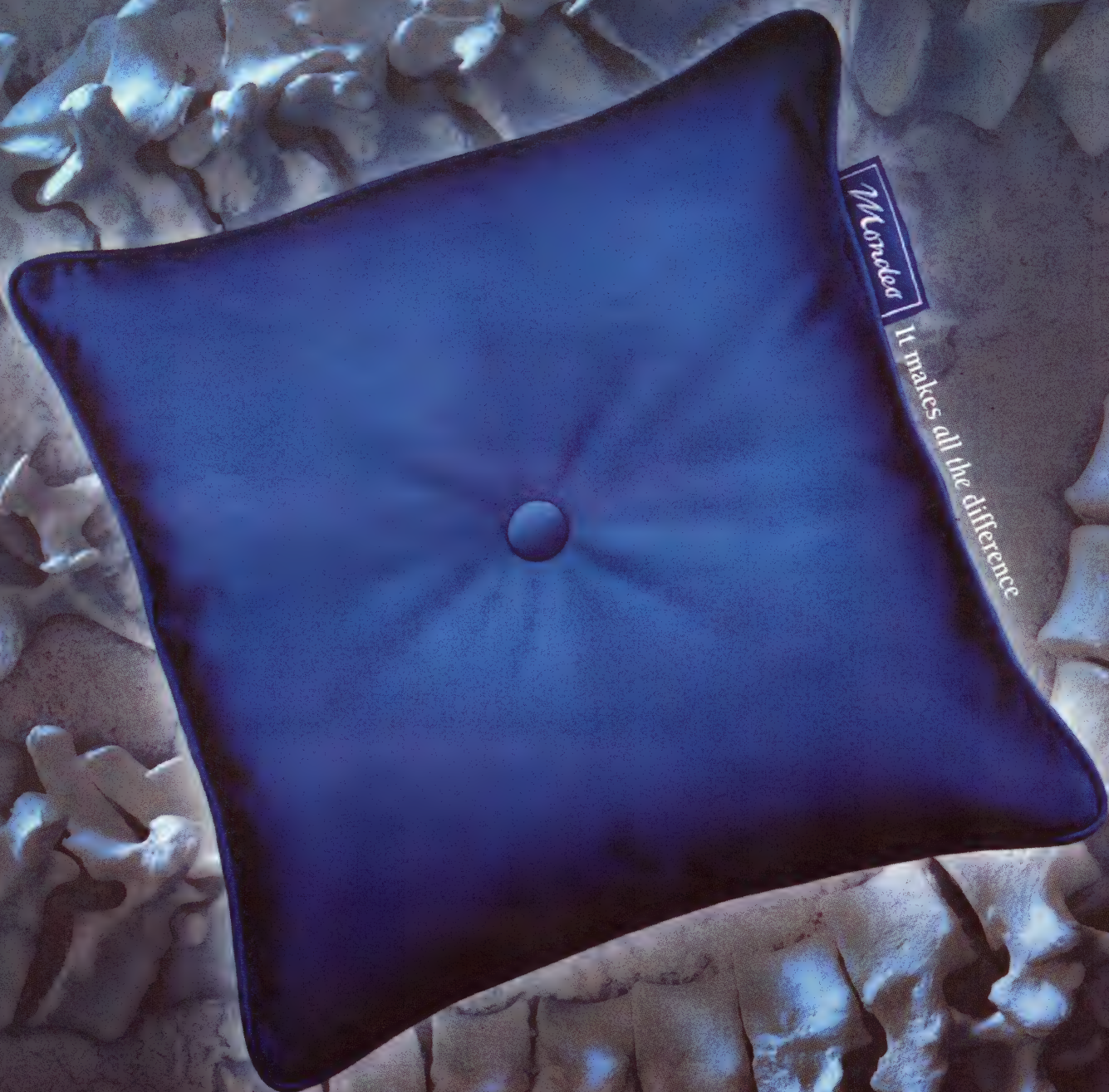
can then adjust the height and reach of

due to

the steering wheel and seat* to tailor

BACK PROBLEMS

the Mondeo's cockpit to suit you.



Mundoes

It makes all the difference





New kid in C-Class

C-Class estate first drive

STAND by for the new, young face of Mercedes-Benz – the elegant estate version of the C-Class saloon. Due in the UK in June, it's unlike every other Mercedes estate – with the possible exception of the new E-Class – because it hasn't been designed first and foremost as a load-lugger.

Instead, it's aimed squarely at the lifestyle market, which will put it head-to-head with BMW's 3 and 5-Series Tourings, Audi's new A4 Avant and even the Rover Tourer.

The car's role is immediately apparent from its rounded rear end styling: this isn't a car for transporting grandfather clocks. Like the C-Class saloon, it's pitched as a refined, high-comfort car for the younger buyer. But with greater luggage capacity, there is room not just for golf cart and clubs, but scuba-diving gear, bicycles and even the family dogs.

With the split-fold rear seat back dropped flat, you can load items up to 2.65m long, and the spare wheel sits under the floor to keep the load area even. The tailgate can be opened and shut



Saloon's four trim levels will also be available on the estate

one-handed and lifts high enough not to bash unwary foreheads.

The Estate gets the same 122bhp 1.8-litre and 136bhp 2.0-litre petrol engines as the saloon, plus the miserly 2.2-litre diesel which should give fuel economy of at least 40mpg. The 2.5-litre, five-cylinder, 150bhp turbodiesel, previously not available in right-hand-drive C-Class cars, will also be offered, and the 2.3-litre petrol unit developed for the E-Class will be available in the autumn.

Also on its way is Mercedes' advanced five-speed automatic

transmission, already seen in the luxurious S and SL, with sophisticated electronic control which automatically adapts the gearshift pattern to suit the driver's mood – relaxed for motorway cruising, highly responsive on country roads.

Buyers will have to pay around £1,000 more than the equivalent C-Class saloon, though the trim levels are the same: Classic, Esprit, Elegance and Sport. All models have twin airbags, anti-lock brakes, wood-trimmed centre console and remote central locking. Roof rails, luggage cover



New car is aimed at the growing leisure sector, says Mercedes

In brief

- Estate version of popular C-Class
- On sale in June
- Designed to compete with BMW Touring
- Five engine options (1.8, 2.0, 2.3-litre petrol, 2.2-litre diesel, 2.5-litre turbodiesel)
- Four trim levels

and a 12-volt socket in the boot are also standard.

The C-Class Estate marks Mercedes' determination to change with the times, adopting the

'more car for the money' plan that has seen the saloon become so successful. Mercedes hopes the estate will prove equally popular.

Paul Chadderton



V6 pulling power

Rover 825i V6 first drive

ROVER'S 800 Series has been looking long in the tooth for some time, but now it gets an injection of life from a host of revisions and an all-new, home-grown, 2.5-litre V6 engine.

The 24-valve powerplant in the new 825i is the latest addition to Rover's award-winning K-series engine range. It replaces the Honda-sourced 2.7-litre V6.

The new unit goes into four models, the cheapest of which is the £21,995 825i (£23,045 with automatic transmission). Rover has kept a tight rein on prices, with the 825i £450 cheaper than the 827 it replaces. Suspension, steering and interior styling have all been revised, and safety and security items upgraded to ensure the 800-series stays competitive.

But the engine is the big news. Mated to a new electronically controlled automatic transmission, the four-camshaft 174bhp engine is delightfully smooth with plenty of pulling power, and just like the old 2.7, it has the ability to really rev without sounding strained.

A new four-speed auto 'box has Sport and Drive modes, plus a Winter setting to ease pull-away on slippery surfaces. The five-speed manual gearbox is linked to



Cabin changes include subtler colours and more leather

a traction control system to keep things well-mannered.

One aim of revising suspension bushings and dampers was to improve ride quality, but the 825i doesn't feel that different. There's a little less float over dips and crests, but the Rover still feels light and leans heavily through corners.

Handling and roadholding are unchanged, but the steering has more feel and there's less wheel-spin under hard acceleration.

The cabin revamp is more obvious. Subtler colours, leather on the armrests, gear selector and steering wheel, and gold Rover script on the door cappings give the 800 an upmarket push. External changes include smoked

In brief

On sale: Now
Price: £21,995 (£23,045 with manual gearbox)
Body styles: 4-dr saloon (hatch/coupé available)
Engine range: 2.5-litre, 174bhp V6
0-60mph(claimed): 9.5 seconds (manual 8.2)
Max speed: 131mph (manual 135)

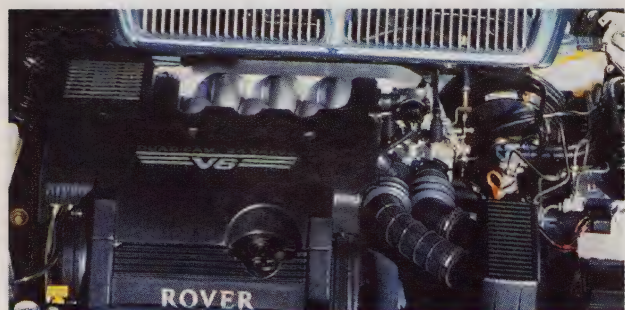
tail-lamp lenses, body-colour side mouldings, plus a silver grille.

Twin airbags, front seatbelt pretensioners, rear head restraints and a high-level brake lamp are new, while the Rover's security is upped by a rolling-code engine immobiliser and door deadlocks.

The name has changed but the product feels much the same. And Rover deserves praise for a superb V6 engine which more than lives up to the standards set by the four-cylinder K-series.

Ivor Carroll

The First Test p26



Rover's new K-series 2.5-litre V6 engine replaces Honda unit

[New car news]



The Alhambra's price will undercut rival people carriers

Cheap SEAT MPV

SEAT'S Alhambra people carrier arrives in UK showrooms this June.

The new model stems from the collaboration between Ford and VW, yet SEAT's MPV will undercut the Galaxy and Sharan substantially and upset established

MPVs, with its likely price of £14,500.

A 2.0-litre petrol or 1.9-litre direct injection diesel engine are available, with two trim levels. Equipment will be generous and there's a three-year warranty included as well.

Colt shoots down prices

THE new Mitsubishi Colt is on sale now, with prices from £9,799 – £120 less than the old model.

It is also better equipped, and powered by either a 1.3 or 1.6-litre petrol engine. The hatchback is available in GLX trim only.

In May, a high-specification range-topping Mirage will be introduced, with a £12,499 price.

Thanks to improved safety and security measures, the Colt boasts the lowest insurance group rating of any Mitsubishi.



[Rumour & speculation]

● A BMW Robin? For sale signs are up at Reliant, and bearing in mind BMW once toyed with the idea of a three-wheeled city car, this could be the perfect answer to save the quirky three-wheeler, according to insiders.

● FORD'S problems with its Zetec engine valves bring to mind the situation with the Zetec name. Ford was calling it the Zeta in development. Then, it suddenly became Zetec. Anything to do with Lancia 'owning' the Zeta name and no one at Ford realising, perhaps?

● HAVE Japanese saloons had their day in Europe? Mitsubishi Sigmas are on the way out. There are no plans to bring its replacement, the Diamante, to Europe. A Toyota source revealed the Camry may also die.

● BACKSTAGE grumblings have been heard at PSA, parent of Peugeot and Citroen. The former's 106 (see p14) has been delayed to allow Citroen's similar Saxo a bigger splash. "I couldn't care less about Citroen," said one team-spirited Peugeot worker.

The inside story



Do smoky neighbours leave you exhausted?

- Despite increasingly tough pollution laws, over half of all diesels on our roads would fail the MoT smoke test if they took it tomorrow
- This Wednesday is National No Smoking Day, so we're targetting dirty diesels and asking you to shop the culprits
- And Mobil's National Smoke Test Roadshow is touring Britain to clear the air. We join them and talk to diesel owners

WHAT would you do if you saw your neighbour choking someone in their driveway? You'd probably call the police.

Well, choking people is exactly what your neighbour could be doing right now, right outside your front door. A recent test conducted by Mobil found that more than half the diesel vehicles on our roads would fail the stringent smoke emissions levels introduced in the MoT last September.

But now dirty diesel drivers have more to worry about than the annual MoT test. Auto Express is asking you, its army of readers, to take a stand against the polluters and report them to your local council.

This Wednesday is National No Smoking Day, when people are encouraged to give up cigarettes for a cleaner and healthier life. We're doing the same thing by asking you to 'shop' your fellow motorists in the name of a cleaner and healthier atmosphere.

If you see a vehicle that is smoking excessively, fill in the form on the next page and send it Auto Express – don't forget you are supported by the highest authorities in the land.

"The Government is committed to reducing exhaust emissions and clearly we are concerned that any bad offenders are caught and those vehicles dealt with," said a Department of Transport spokesman. "We applaud any measure that removes the worst offenders from the road."

Talks are already taking place between the Vehicle Inspectorate (which runs the MoT test) and local authorities to conduct emissions tests at random roadblocks throughout the country. Any private motorist who fails the test could face a fine of up to £1,000, and for commercial vehicles such as lorries, that rises to a maximum of £2,500.

Tim Brown from the National Society for Clean Air said: "I think this is a brilliant scheme. There is no reason why a diesel should smoke. Every motorist has a duty to keep their vehicle properly tuned and make sure it doesn't cause pollution. If they don't, then they deserve to be shopped by their neighbours."

Response

Worthing Borough Council in Sussex has introduced a 'Dirty Diesels' scheme in response to a suggestion by a residents' action group. Special cards are placed in libraries and community centres throughout the town, and residents are invited to take note of taxis or commercial vehicles that seem particularly smoky.

Hayden Smith, Worthing's head of environmental services, said: "We hope that by giving the public the chance to participate, the scheme will grow."

"When the Government introduces controls to allow local



Terence Cook (above) vowed to clean up his Fiesta after smoke test equipment (left) gave it the thumbs down



Mobil engineers are taking campaigning Roadshow around UK

authorities a more active role in monitoring emissions, then I'm sure we could expand the scheme to include private vehicles."

Taxis and lorries are likely to come under the most scrutiny.

Stuart Pessok, the editor of cabbie's newspaper Taxi, said: "I think it's only fair if all diesel-engined vehicles are open to the same rules. However, cabbies will be prime suspects as people automatically know they're diesels. And while it's an inconvenience for private motorists to be stopped, it's especially so for taxi drivers as their time is money."

Pollutants

The Freight Transport Association agrees. "A new lorry today emits about a third of the pollutants compared to a new one in 1982," said spokesman Geoff Dossetter. "A truck is often seen as a nuisance by other road users, but they forget it could be delivering their breakfast or even fuel for their car."

But it's not only motorists who suffer; innocent pedestrians breathe in those lethal fumes too. "We welcome anything that improves air quality, as fumes can trigger asthma attacks," explained a spokeswoman for the National Asthma Campaign.

So cut out the coupon below and keep it handy, ready to shop the next dirty diesel you spot. And instead of just a National No Smoking Day, why not extend that by another 364 days and help us make 1996 the cleanest motoring year yet.

Nat Barnes



Over half of all diesels failed the test – some dramatically so!



Motorists watch as their cars' results are explained to them

Cleaning up

TO help dirty-diesel drivers avoid being caught out by the new MoT emissions test, Mobil is conducting a National Smoke Test Roadshow.

A team from the company's research and engineering centre in Coryton, Essex, is touring service stations around Britain testing emissions of customers' diesels.

We joined them at the Bramall Lane filling station in Sheffield and asked drivers their reaction to the test results on their vehicles and how they would feel if they were 'shopped' by a neighbour.

Before testing the Mobil staff have to make several checks on the cars to make sure they are fit to be inspected and sufficiently warmed-up for accurate readings to be taken.

The smoke measuring equipment is then attached to the car's exhaust, and a series of three acceleration tests conducted.

Below

If the average is below the limit, 3.0 for turbodiesels, 2.5 for normally-aspirated cars, the test is complete, otherwise it continues for another three accelerations.

"My E-reg Fiesta failed yesterday with a figure of 12.3," said Terence Cook, a 60-year-old electrician.

"I had no idea of just how dirty my car was. I've changed to another fuel and today the figure has dropped to 7.48, which is still

over the limit, but at least I'm getting there."

Paul Heatherington is surprised at his Fiesta's figure of 6.21, but thinks there should be no escape for dirty diesels.

"It disgusts me to see smoke pouring from a car's exhaust. I think people should 'grass up' other road users if they're smoking, even if that means me!"

Failed

However, some diesel drivers aren't so keen on being reported by their fellow motorists. Gail Parkin drives a Nissan Terrano.

"If somebody reported my car I'd tell them to get a life, even if it was over the limit."

Deborah Whiteley-Brown's M-reg SEAT Ibiza passed with 2.06. "I'm very keen on green issues and chose a diesel car because I thought it was environmentally-friendly," she said.

On the first day, the Mobil team tested 88 vehicles of which more than half failed. Some passed with flying colours while others went right off the scale (the lowest was 0.4, the highest 23) with no discrimination for age or condition. Now is definitely the time for dirty-diesel drivers to clean up their act.

For information on when the the Mobil Smoke Test Roadshow will be at a service station near you, call 0800 585995. ■

Dirty Diesel report coupon

Auto Express is conducting a survey into the problem of diesel pollution. If you see a dirty diesel please fill in the coupon and send it to: Auto Express Diesel Watch, Ludgate House, 245 Blackfriars Road, London SE1 9LX

Registration No.

Type of Vehicle:

Location:

Company name: (if displayed)

Date: / / (tick box)

How smoky was the exhaust?

Did it have a blue tinge?

SHAUN STOCKS
Jeweller

"I DON'T think I'd mind too much if my neighbour did report me for having a smoky exhaust – after all my car and the fumes it produces are my responsibility."



TREVOR DEXTER
Engine Reconditioner

"I AM worried about how the emissions affect our health, especially because I have children. But I'd rather someone talked to me about it than shopped me."



PETER WRIGHT
Landscape gardener

"IT is very important to take care of the environment, and I wouldn't feel any malice to a neighbour if they reported me – it would be for the better in the long run."



Michael Schumacher's 1995 World Championship Benetton B195-Renault



With a second successive World Championship in 1995, Michael Schumacher firmly established himself as the heir to the throne tragically vacated by the late Ayrton Senna.

Michael has it all: blinding speed, overwhelming commitment and ruthlessness, as well as consummate racecraft.

After an unfortunate start to the 1995 season, Michael succeeded brilliantly in reversing his fortunes. By the end of the season he had chalked up a stunning nine victories.

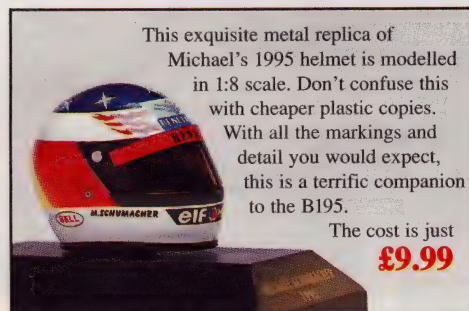
But world championships are not won by drivers alone and the Benetton B195 proved itself the class of the field in '95.

We are therefore proud to introduce this absolutely exquisite 1:18 scale replica. Die-cast in

metal, some 9" in length and hand-built by perhaps the world's leading model-maker, Paul Lang of Germany, this is a stunning tribute to both man and machine.

Mounted on its wooden plinth with celebratory commemorative photo-engraved plaque, the detail and accuracy of this replica are truly outstanding.

The purchase price of this special numbered,



This exquisite metal replica of Michael's 1995 helmet is modelled in 1:18 scale. Don't confuse this with cheaper plastic copies. With all the markings and detail you would expect, this is a terrific companion to the B195.

The cost is just
£9.99

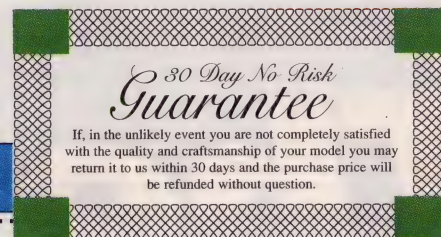
Michael Schumacher



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Cheques/Postal orders made payable to: Grand Prix Legends. Postage: Add £5. for Europe. £10. Overseas. I enclose a cheque/PO ☐ Credit Card ☐ Card details: Access ☐ Visa ☐ Amex ☐

Please send me _____ (qty) Benetton B195(s) @ a total cost of £ _____ (£54.99 per model)

☐ I would like to pay for my car(s) in 2 equal monthly installments of £29.00 (Credit Card/Switch only)

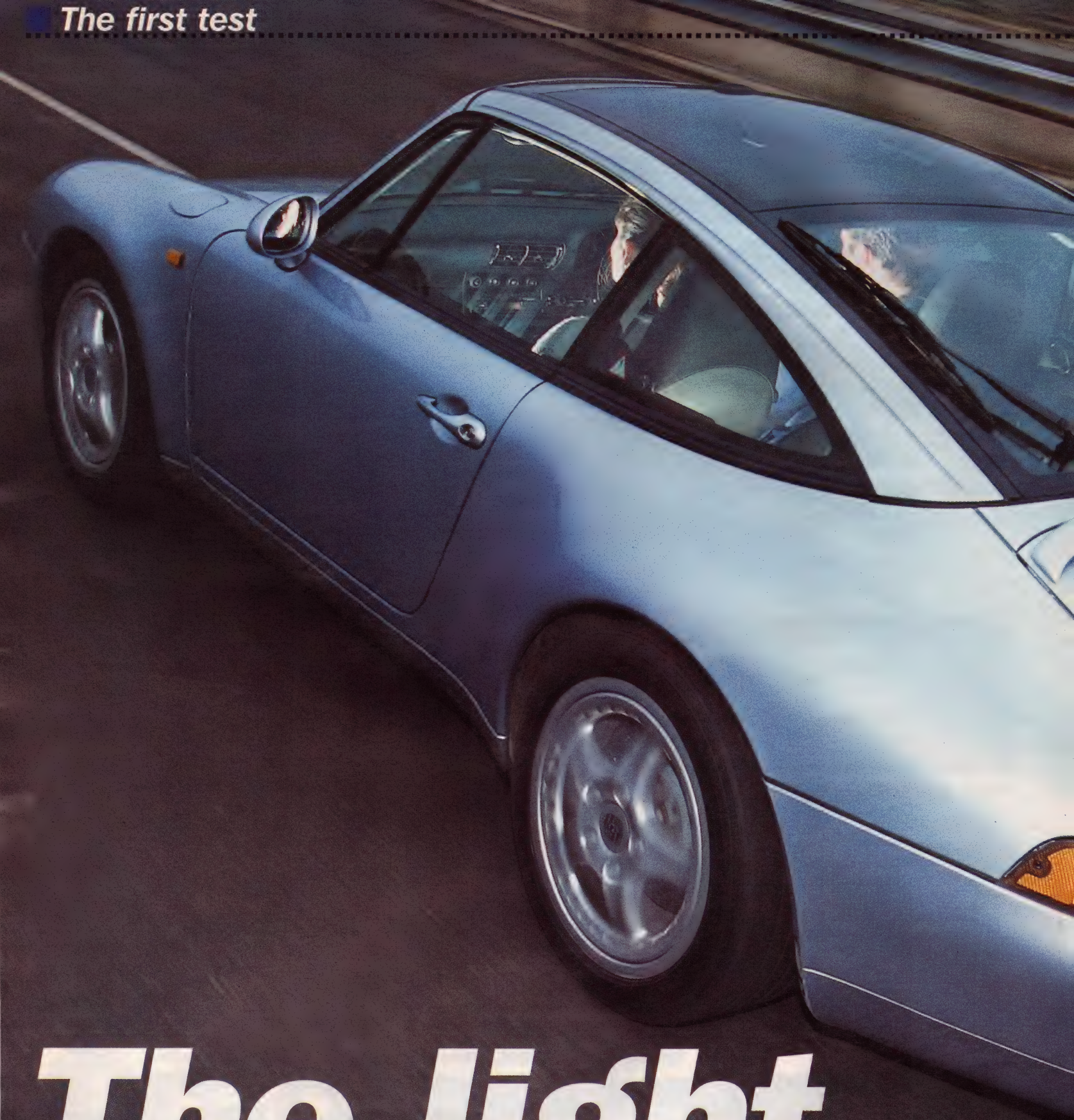
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The first test



The light fantastic

In brief

Porsche 911 Targa

Price: £64,250
Engine: 3,600cc, 285bhp
Economy: 18.2mpg
Insurance: Group 20

Pictures: NATHAN MORGAN



It's fast, but only the reckless will find themselves in trouble

Top glass Porsche

This is clearly the ultimate Targa – a 171mph autobahn-stormer with a glass roof that disappears at the touch of a button. We open it up...

WHEN the sun comes out, cabriolet drivers get their chance to be sickeningly smug. Sporting Baywatch-style suntans, they swan around looking cool while most of us sweat in our mobile saunas.

But posing doesn't come cheap. Soft-tops usually cost considerably more than their tin-top equivalents (this Targa will set you back £64,250) and they're heavier, noisier and more vulnerable to thieves.

Porsche offered the best of both worlds in the Sixties when it launched the first 911 Targa. Its clever lift-out roof panels provided open-air driving with fewer pitfalls. But, because with the panels removed, there was no protection if the weather suddenly changed.

Problems like this are history for the latest version, with its electronically-operated glass top. This 911 Targa can easily go nearly as topless as a full-blown cabriolet. Motors operate a cleverly designed, flush-fitting roof panel, which stretches the length and width of the passenger compartment and blends neatly into the rear window. This glass is tinted and heat resistant to shield occupants from strong sun, and to block light completely there's a full-length electrically-operated blind.

With the top shut, press a button on the dash and a small portion of the roof flips up to deflect wind and increase ventilation. Keep

your finger down and the main section of the top glides silently backwards, tucking neatly under the fixed window. It's a simple yet extremely clever piece of engineering with only one drawback – when the two sections of tinted glass are laid on top of each other, rear visibility is poor.

Although it looks like Porsche has just scooped out some of the coupé's metal roof to create the Targa, it's actually based on the cabrio's specially reinforced body. The shell is made stronger still by sheet metal side bars, yet the Targa still weighs only 30kg more than the coupé.

Despite its soft-top roots, there's no body flex or vibration to speak of when the glazed roof is down. When the top's in place it subdues outside noise superbly.

Behind you, rumbling away, is Porsche's legendary 3.6-litre, air-cooled flat-six engine, extra potent after last year's revamp. Power has risen from 272bhp to 285bhp, with an impressive increase in torque from 162Nm to 340Nm.

Floor the pedal, as we did at the test track, and the sheer force of the acceleration sets your pulse racing. The 911 hurls itself at the horizon like it's been shot from a gun.

With massive amounts of power feeding the rear wheels, the 911 demands respect. Whereas the previous model could get you into trouble if you pushed your luck, suspension revisions make its

"The Targa has got tremendous grip, brilliantly weighted steering, staggeringly good brakes and feels rock steady"



+ Clever roof, handling, styling, Tiptronic gearbox
- Poor rear visibility when glass roof is retracted



Equipment

- Central locking ●
- Electric mirrors ●
- Alarm ●
- Engine Immobiliser ●
- Driver's airbag ●
- Passenger airbag ●
- Anti-lock brakes ●
- Stereo system ●
- Air-conditioning ●
- Alloy wheels ●
- Retractable glass roof ●

● Standard



Lack of wheel adjustment mars near-perfect driving position



Electrically-operated blind can blot out the sun if desired



ae Verdict

YOU'VE got to admire Porsche's ingenuity. The 911 Targa is almost as snug, refined and secure as the fixed head coupé, but can transform into a very passable cabriolet. And the roof doesn't detract from the 911's stunning looks at all.

This really is a car for all seasons, but when it costs so much more than the coupé and little less than the cabrio, we just hope it will gather the healthy following it so richly deserves.

Robin Davies

The big match p32

successor far more forgiving. A visit to Millbrook Proving Ground in Bedfordshire gave us the chance to really try out the 911.

On the handling circuit the Targa displayed tremendous grip and brilliantly-weighted steering. Even at indecently illegal speeds the car feels rock steady.

In fact, you'd have to be driving like a kamikaze pilot to get into real danger, because the 911 pushes its nose wide if you try to corner too hard. Its back end only

edges out under extreme provocation and the huge brakes are staggeringly good, too.

For an extra \$3,125 Porsche will replace the six-speed manual gearbox with its sophisticated Tiptronic system. This can be used either as a conventional automatic or a sequential 'box where you flick the lever up or down to change gear, or simply use the F1-like gearchange buttons on the steering wheel.

Inside, the leather front seats

are very snug and have electric height adjustment. The low-slung driving position is close to perfection, only a lack of steering wheel adjustment marks it down. Front head and legroom is fine, but the two separate back seats are only suitable for the briefest journeys.

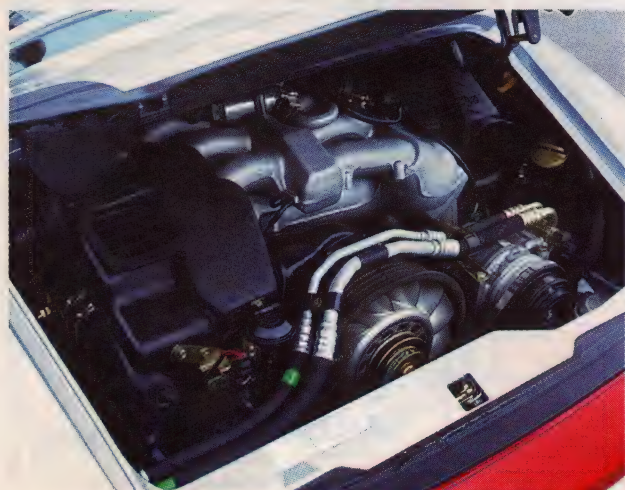
Large, clearly-marked controls sit in the fascia and a bank of dials gives comprehensive information.

At \$64,250 the new Targa costs over \$5,000 more than the standard coupé and only \$700 less

than the full-blown cabriolet, which on paper may make it seem like a pointless exercise. But if you can afford this sort of money, who's counting? As some compensation, the Targa gives you unique 17-inch alloy wheels, fatter rear tyres and air-conditioning on top of the coupé's standard equipment list.



The Targa, despite having its engine behind the rear axle, tends to push its nose wide first in corners



Clear, comprehensive dash; revamped 3.6-litre engine puts out an awesome 285bhp

Test results

Max speed	171mph
0-60mph	6.3 secs
30-70 (kickdown)	5.0 secs
30-50 (kickdown)	2.2 secs
50-70 (kickdown)	2.9 secs
Rpm at 70mph in top	2,800rpm
Braking 30-0mph	10.3m
Economy (tested)	18.2mpg
Govt urban	16.7mpg
Govt 56mph	35.2mpg
Govt 75mph	29.4mpg

[The great debate]

This week: Are we making too many cars?



Ken Rogers

Motoring correspondent with the Daily Mirror and writer for the Economist Intelligence Unit



CORNER any half-sensible car industry boss and eventually he'll admit that the realistic ceiling for Britain's new car market is around two million units per year.

At first, he'll protest that car ownership is lower per household here than in some other countries. But after you tip a few glasses of champagne down his throat, he'll secretly admit that the 2.3 million new car sales of 1989 were an overheated blip induced by the handbag swinging of that lovable old dear Lady Thatcher. Yet, only last year, GM announced it was planning to up its UK car output to 450,000 cars per year from just over 200,000. Toyota reckoned it would double the capacity of its Burnaston plant in Derbyshire so it could make 200,000 cars a year by 1998. And Ford and Rover have also announced increases.

So who is going to buy all these cars, not to mention those of new importers like Daewoo, SsangYong and Chrysler? True there are several newish export markets, such as China and Eastern Europe, but simple geographical factors, changing market conditions and the fact that cars last longer than ever, mean that even if the feel-good factor comes back to Britain, it will continue getting harder to sell new cars.



Vaughan Freeman

Leading freelance motoring journalist who writes for the Times and various magazines

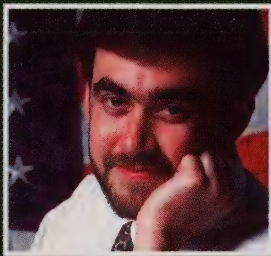


THE turkey who votes for Christmas is the turkey who calls for a cut in car production. Cars keep the world's economies turning.

From the car plants of Ford, Rover, Vauxhall, Toyota, Honda and Nissan to the thousands of smaller firms that supply them, the car industry is this country's biggest, single manufacturing employer. Every day that industry gets leaner and meaner, needing fewer people to build more cars. Cutting that production, or axing car imports from abroad, means less choice for motorists and more people on the dole. Let's not be naive. If UK car producers cut output, do you think foreign competition won't fill the gap? And if we block imports, what will they do to our exports we sell round the world to stay alive? Exactly! British industry created 31,000 new blue-collar jobs last year. Building the new Jaguar X200 will create 6,000 new jobs. Toyota will create 1,000 new jobs with its £200 million expansion of its Burnaston plant. Cars give freedom and fun, and building them earns wages. Build them better, and cheaper, and sell them round the world. But don't cut production, that's a joke only Christmas-loving turkeys would think funny.

Keir Knight

Letter from America



Keir Knight is a British journalist based in Washington DC, who writes on the American auto scene every week

“IT’S a battle being played out each day on America’s highways. On the one side are traffic cops armed with radar speed guns, on the other drivers equipped with ultra-sensitive radar detectors. And the police are losing. Most of their radar guns set off alarms long before an officer can get a fix on his target, and the states that ban detectors rarely prosecute drivers since the systems are so easily disconnected.

But crafty motorists may not have the upper hand for much longer. A new laser speed gun has been developed, and it’s currently topping the wish lists of police chiefs across the country. Known as the Marksman, it can lay down a beam just three feet wide at 1,000 feet away – pretty impressive when you consider that a standard radar gun would scan an area 250 feet across at the same distance.

“It’s so simple, it’s like shooting sitting ducks,” says David Williams, chief executive officer of Laser Technologies, which already has several hundred Marksman units on trial by police in Ohio and New Jersey. The first prosecutions using the new weapon are expected this summer and the Colorado company is ready to fly a legal team to the first court case to help set a legal precedent of its product’s reliability. With sales worth many millions of dollars, it’s taking no chances.

The people who stand to lose money – other than speeding drivers, of course – are the makers of radar detectors. Manufacturers of such products as the Cobra, the Phantom and the Mirage are officially dismissive of the new technology, although in private most admit their gadgets will soon be obsolete. So the race is now on to provide ‘Stealth Technology Shields’, which would make cars invisible to lasers. The battle is not over yet!

● IT’S not often those who prefer to travel by foot get the upper hand over motorists in the urban speedway called Manhattan. Yet last year the New York City Government paid out \$46 million in damages to pedestrians injured by broken pavements. In contrast, drivers who claimed compensation for hitting potholes got just \$75,000.

In 1980, the Big Apple passed its infamous Pothole Law which agreed to pay damages for any incident involving a road or pavement defect – so long as the authorities had been warned of the problem at least 15 days in advance. The thinking was that insurance lawyers would map troublespots for future clients and the city repair departments would become more efficient under such a threat.

The Pothole Law is now officially in a pick-up sized crater. Lawyers make small fortunes for pedestrian clients and repair crews never get the financial resources to keep up with the work.

As if that wasn’t bad enough, lawyers admit to preferring potholes on pavements to those on roads, since measuring and charting the latter is so dangerous. And with broken ankles pulling in as much as \$350,000 who’s worried about broken axles?

Small talk

WHY do car manufacturers now insist on fitting minuscule warning lights on fog lamp switches? Whatever happened to the big, bright warning light in the middle of the instrument panel? At least then you knew when they were on and didn’t continue to blind other drivers.

Jon Bevan, Swansea

Well done!

YOUR redesign looks great. I have read Auto Express since the first issue back in 1988 and it’s been interesting to follow your evolution. I liked the new, clean look and found the Quick Test particularly useful – especially as I’m thinking about buying a Toyota RAV4.

Jake Bruford, Cirencester

More please

CONGRATULATIONS to all involved with the changing face of Auto Express. If we’re going to get more than 100 pages a week in future, I for one don’t mind shelling out a little extra. The feature with the archive pictures of the VW Beetle was excellent – more of this sort of thing please! Auto Express now makes other car mags look old-fashioned, as well as rather dull!

Suzanne Jones, Torbay

Premium poser

I RANG an insurance broker for a quote and was offered comprehensive cover for £120 less than my existing premium. I then rang my own insurers, mentioned the saving and asked if my premium could be checked. They found that, had I forwarded the next two months’ instalments as usual, I would have overpaid by £67.70.

It goes to show that insurers can make errors. How many other people are overpaying?

John O’Mahony, Peterborough

Future shock

I WAS intrigued to read your first drive of the car of the future, the Vauxhall Maxx (Issue 386). My initial thoughts were that the piece was a joke!

Maybe it’s just my memory playing tricks on me, but I don’t ever remember considering the cars we drive today looking as radically different as this baby does when they were first previewed, often years in advance.

Nobody can be certain exactly what the next decade will bring in terms of design, but I think I’ll keep the £1.5 million it would cost to buy a Maxx at the moment firmly in my pocket!

J McKinlay, Dundee

Send your letters to: Opinions, Auto Express, Ludgate House, 245 Blackfriars Road, London SE1 9UX
E-mail editor@autoexpress.co.uk

Letter of the week

CATALYTIC converters are the con of the century. We have been told they will last a lifetime, but are now finding that some are worthless after as little as 12,000 miles. If they are physically damaged, or subjected to floodwater or fire they can be ruined.

Buying a used car could bring an absolute minefield of problems. Who will know what abuse or damage a cat has suffered?

Mike Green, Glasgow

Dump discs

SEVERAL of your readers have, in the past, talked about the benefits of scrapping the road fund licence and putting extra tax on petrol. Surely another plus point for this argument is the growing trend in car tax disc thefts? It takes about 10 seconds for thieves to break a window and run off, leaving extra cost and inconvenience for the car owner.

M Walsh, Godrergrraig, South Wales

What a rip-off

THE new Volkswagen Golf SE advert says: “Look the bee’s knees without being stung.”

I’ve been stung recently, having had to pay £98 for a pair of indicator lenses for my six-year-old Scirocco. The manufacture of these lenses would cost less than 40p each.

KB Grainger, Darlington, Co. Durham

Glad to be trad

WHY is there now such a trend for colour-coded bumpers? I like a bumper to have traditional looks – something substantial, not an extra body panel. I think my Rover 214 looks much more rugged than the new 200, 400 and 600 series.

IG Jones, Llandeilo, Dyfed

Fleet first

THE new car salesmen didn’t have to go to America to find out why cars in

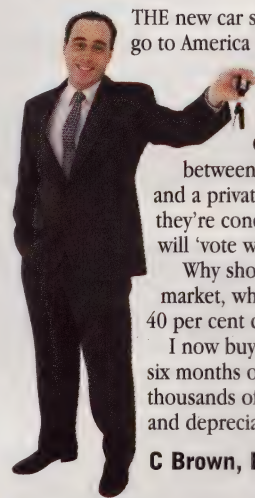
Britain are so expensive (Why US Price Is Right, Issue 384).

Check out the difference between the price of a fleet car and a private one. No wonder they’re concerned private buyers will ‘vote with their feet’. I have!

Why should I subsidise the fleet market, which buys its cars 30 to 40 per cent cheaper than I can?

I now buy ex-fleet cars at around six months old which saves me thousands of pounds in both tax and depreciation.

C Brown, Bristol



INSURANCE TOO HIGH?
£5 says we’ll be cheaper
AUT@DIRECT see page 93

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Xantia or Giggsy?

Citroen's latest TV ad reckons the new Xantia Activa is the best corner taker in the world – better, even, than soccer ace Ryan Giggs. Are the claims really on the ball?

Citroen Xantia Activa

CITROEN'S Xantia has always been distinctive. Now the new flagship of the range has got something which makes it unique – active ride suspension.

The model carrying this technology is badged Activa. But don't be deterred by its fancy name – this hi-tech feature is simply an extension of the Hydractive suspension fitted to all Xantias to stop roll in bends (see 'How does it work?' Page 34).

Around town, the Activa feels like a standard Xantia – until you come to a corner. Then it's quite amazing. As you turn the wheel and the car's body starts to roll, the system kicks into action. The car levels and carries on through the bend almost completely flat and without the uncomfortable lean you normally experience.

While a standard Xantia rolls noticeably when you push it hard, the Activa feels unshakeable. And as the car stays level, all four tyres

sit squarely on the road giving excellent grip, even in the wet.

It gives you fantastic confidence. The Activa refuses to be upset when lifting off the accelerator sharply or braking in a corner, and it tackles emergency lane changes safely.

Under test conditions, only long sweeping bends, where the driver needs to make constant slight steering adjustments, confused the system. A conventionally sprung car could cope better under these circumstances.

Poise

To achieve such a lack of roll in a normal car, the suspension would need to be incredibly stiff. The beauty of the Activa is that ride quality isn't compromised by its sports car poise. Only around town does it pick out bumps.

Across country, the Hydractive suspension has no problem suppressing humps and ridges and it

combines with the anti-roll system to give a very composed and secure ride through the twists and turns of even the roughest roads. Around town, light steering makes parking and manoeuvring simple, but in a car this quick we'd prefer more weight and feedback in the steering at higher speeds.

We also found that, as the steering assistance and active suspension both rely on pumps driven by the engine, there isn't quite enough power at low revs to cope. Occasionally when you make a succession of quick turns – pulling into a parking space, for example – the steering assistance runs out and you are left heaving at the wheel.

Another first for the Activa is a new 2.0-litre engine with a low-pressure

In brief	
Ryan Giggs	
Price: £10,000,000	Speed: Lightning
Handling: Sure-footed	Available: Unlikely

In brief	
Citroen Xantia Activa	
Price: £18,480	Engine: 1,998cc, 150bhp
Economy: 19.8mpg	Insurance: Group 14



For sure-footedness and agility, Ryan Giggs is virtually unbeatable. Until now, perhaps?



Active suspension makes this Xantia extremely stable when tackling bends

turbocharger. The aim was to produce an engine that was big on refinement and which produced usable performance across the rev range. The result is a very driveable car with immediate throttle

Equipment

Remote central locking	●
Four electric windows	●
Electric sunroof	●
Height-adj driver's seat	●
Alloy wheels	●
Driver airbag	●
Passenger airbag	N/A
Alarm and immobiliser	●
Leather and upholstery	£1,025
Air-conditioning	£1,205
Cruise control	£325

● Standard, N/A not available, £?? cost

The big match

response and tremendous punch from as little as 2,000 revs. It's not blisteringly fast, but will comfortably keep up with a hot hatch or V6-engined rivals.

With a notchy gearlever and heavy clutch pedal, it's not the easiest car to drive in heavy traffic. And while the brakes are very effective, the pedal's initial dead travel is disconcerting. Nor is the action very progressive, and it's easy to brake harder than you need to.

Understated

From the outside, little marks this out as the top-of-the-range Xantia. Alloy wheels are smart, the Activa badges understated, and the front and rear spoilers only hint at the car's performance.

Inside it's much the same, with no wood, leather or other luxuries you'd expect in a flagship model. The dash has clear dials and chunky switches, though, and the wheel-mounted stereo controls are a neat touch.

There's plenty of room in the front, with height adjustment on the driver's seat and wheel. There's lumbar adjustment, too, but the gearlever is an uncomfortable stretch and the seat lacks under-thigh support.

The biggest complaint came from drivers with large feet. The fascia trim extends low under the



All Xantias have Citroën's Hydractive suspension, but only Activa model (right) has active ride to counteract body roll

- + Amazing suspension, good performer, refined cruiser
- Power steering too light at speed, cramped pedals

steering wheel, so their toes tended to get caught underneath.

In the back, there's plenty of head and legroom for a couple of tall adults. Even three wouldn't be too much of a squeeze.

With the spare wheel in a cradle under the boot and little intrusion from the suspension, the fully-carpeted load space is very practical. Finally, the rear seat back and base split 60/40 if you need extra luggage capacity.

Andy Pringle

ae Verdict

WITHOUT doubt, the Activa is the best Xantia. Its combination of refined engine performance and reassuring feel from the anti-roll suspension make it an excellent car for drivers and passengers alike.

Simply removing body roll does not mean the ultimate ride and handling. But it is a very big step in the right direction, and we applaud Citroën for taking it.

Good as the Activa is, though, you might prefer a comparable Peugeot 406 or Ford Mondeo. With 2.0-litre engines and conventional steel suspension, these rivals handle very well, albeit with some body roll.

If Citroën put the Activa system into a diesel – where the heavier engine means more pronounced roll, so handling suffers – it could make even more of a difference. ■



Cabin has few of the luxuries you'd expect in a flagship model



There's little suspension intrusion in the fully-carpeted boot

Fact file

Basic price: £18,480
 Engine: 4-cyl in-line turbo
 Capacity: 1,998cc
 Peak power: 150/5,300 bhp/rpm
 Peak torque: 235/2,500 Nm/rpm
 Transmission: 5-spd manual
 Steering: assisted
 Brakes F/R: ventilated discs/discs
 Anti-lock: standard
 Tyre size: 205/60 R15
 Dimensions: H 1,387mm
 W (inc mirrors) 1,977mm
 L 4,444mm
 Wheelbase: 2,740mm
 Kerb weight: 1,410kg
 Fuel tank: 65 litres
 Load volume: 480/1,054 litres
 Warranty: 1yr/unlimited mileage
 Anti-corrosion: 6yrs
 Recovery: 1yr Citroën Assist
 Insurance: Group 14

Test results

Max speed	132mph
0-60mph	6.5 secs
30-70 through gears	9.3 secs
30-50 in 4th gear	6.3 secs
50-70 in 5th gear	8.2 secs
Rpm at 70mph in top gear	3,100rpm
Braking 30-0mph	11.2m
Economy (tested)	19.8mpg
Govt urban	22.6mpg
Govt 56mph	40.9mpg
Govt 75mph	33.6mpg

How does it work?

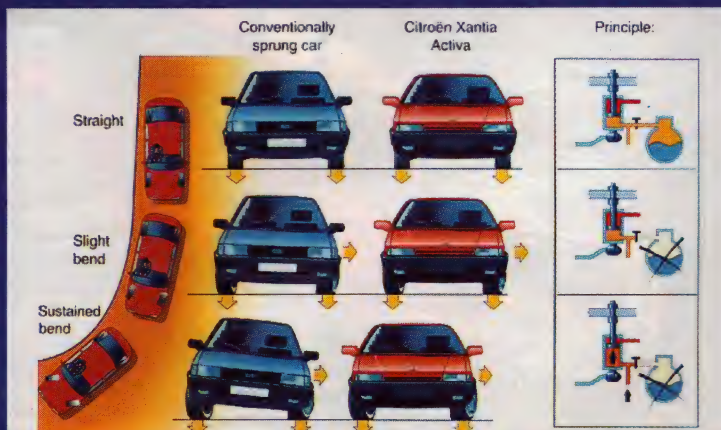
THE Activa's system is an extension of the computer-controlled Hydractive suspension fitted to the VSX Xantia.

It automatically adjusts spring and damper rates to suit changing driving conditions, and features ARCS – Active Roll Control System – to stop body roll when cornering.

As the car enters a corner, the gas-filled spheres

which normally act as shock absorbers are disconnected, effectively to increase stiffness.

If the car rolls more than half a degree, a second stage makes high-pressure fluid adjust the front and rear suspension to keep the car level. In extreme circumstances, the system lets the car roll to warn the driver it's close to its limits.



Fluid flows freely in and out of air reservoir to absorb bumps. When car rolls, tap closes to stop fluid flowing out, making the suspension rigid. If cornering is maintained, more fluid is pumped in to counteract car's increasing level of body roll

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The Royal Bank of Scotland plc.	£142.65	£6,847.20	17.6%	£398.88
Marks & Spencer Financial Services Ltd.	£138.76	£6,660.48	15.9%	£212.16

‡Rates are correct as at 26/2/96. The rates quoted are for new customers. Existing customers may be eligible for a different rate.

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This 1967 F1 Lotus (left) is being lovingly modelled by Patrice (shown right with a miniature Ferrari P4) in his spare time



Appointment with the Shrink

That Ferrari is made of 2,000 hand-crafted parts. Meet the model man who gives a whole new meaning to the phrase 'attention to detail'

WHERE can you get your hands on a tip-top condition classic Ferrari for a mere £6,500? Patrice de Conto has the answer but your new supercar will be a bit of a supertight squeeze.

Patrice specialises in the Italian dream machines but not as we know them. He builds 1/8th scale replicas which are so incredibly detailed they are works of art.

Take his 1967 Le Mans Ferrari 330 P4, as an example. It has more than 2,000 parts and took the Frenchman more than 4,000 hours to make.

The long single windscreen

wiper comprises no less than 30 separate pieces, while the blade is made of rubber and the arm has all the articulating joints of a real Ferrari P4.

Patrice makes all the parts himself in his surgery-like workshop in Servon on the outskirts of Paris, "I hollow out the tyre moulds myself — one by one. It's really the most fastidious and time-consuming of all the jobs I have to do.

"But the most delicate is without doubt the manufacture of wooden mock-ups. I spent five months whittling a block of ash which the bodywork is moulded from," says the 42-year-old former

pharmacist. He doesn't say how long it took him to position the 1,100 0.5mm rivets on the bodywork of each P4. And, bear in mind he has to paint the rivets individually too!

That's why Patrice charges £6,500 per model, though they're not even unique. He decided to build 21 P4s!

His remarkable creations include a pint-sized Ferrari 512M Sunoco, a project which took 'only' 2,000 hours. But, as he's quick to point out, "That doesn't include the hours needed for making the power unit, which turned out to be a real misery of a

job. Twice I had to throw the engine/gearbox in the bin and start again."

Patrice also had to braze three versions of the 512M's brass chassis before he got one he liked.

Of course, once the model was assembled the chassis disappeared from sight under the 512M's beautiful blue body!

Despite the hefty price tags — they can cost up to £10,000 — he's not short of buyers.

"Those who actually own and drive cars like these aren't typically the ones who buy my models. My customers are usually anonymous, well-heeled fanatics who



The tiniest mechanical details are hand-made, even those hidden under the shining bodywork

simply fancy brilliantly made models."

But it's not all endless work for Patrice. He likes to relax away from his workshop... by modelling. His current 'out of hours' project is a 1/5th scale, metre long, version of the Lotus 49 Graham Hill drove to victory in the 1967 Dutch Grand Prix.

"I made the rack and pinion

unit myself by filing the rack teeth one by one," he says.

The Lotus's brake discs are less than 2cm in diameter and Patrice has used both aluminium and brass to mimick the originals.

So what is this obsession with 1967?

"As far as I'm concerned Juan-Manuel Fangio was the greatest driver ever, that's why I'm making

a model of his 1954 Mercedes W196," he replies.

"But 1967 remains the best ever year in motorsport. I'm making these models at least partly to recapture my childhood; I'm still a kid really."

But which kids do you know who can charge a king's ransom for a model car?

Lydia Aydon

Pictures: F. LEMEUNIER

It's a distressing job

FOR Guy Woodward-Burden, modelling requires a bit more artistic licence. He takes new model cars and 'distresses' them at his workshops in Hatfield, Herts.

'Rust' is applied using a mixture of brown paint and grease, the engine is made to look worn and the seat covers scuffed – in fact every little detail is carefully thought out to make the car look dusty and neglected. Once finished, they are placed in an evocative garage scene in a box. Work benches and cupboards are hand-cut and painted. Dozens of tiny nuts, bolts, screws, springs and the washers are placed alongside.



A basic box takes just eight hours – but special items like a vintage Bentley take up to three days. Such is Guy's success that he now employs 10 people to help him with his creations which sell for between £80 and £275.

Back on track

Hold on tight! This rotary-engined supercar is taking up where the mighty RX-7 left off. There's only one in the world, and Sam Mitani's taken it for an exclusive first drive

Mazda RX-01

THE moment of truth had arrived. I was at the Miyoshi test track just outside Hiroshima sitting in Mazda's prototype RX-01 sports car – the only one in the world – and it began to rain. "Please keep the speed down," said the man from Mazda nervously, as he strapped himself into the passenger seat. I gingerly turned the key, and the engine burst into life...

Anyone with an ounce of red blood coursing through their veins will admit the car this prototype is designed to replace – the RX-7 – was one hell of a machine. From its Batmobile body to its 237bhp, twin-turbo Wankel rotary engine, it was a maverick masterpiece.

Sadly, the last UK-bound RX-7 has now rolled off the production line. Don't despair, though. The futuristic-looking RX-01 is even better and, although yet to be officially confirmed, is likely to take over where the RX-7 left off.

The new car is smaller, more like an MX-5. But it isn't the RX-01's compact size that strikes you when seeing it for the first time; it's the styling. From front to rear, it's an automotive work of art. The RX-7's influence is obvious when the car's seen in profile or from the rear. The doors look identical with the bottom line sweeping up into the car's rear pillar.

At the back, the RX-01 has that familiar black tail-light lens running across the width of the body. There's no rear spoiler – downforce being provided by the overall shape of the car, allowing the driver unhindered rear vision.

At the front, the RX-01 is nothing like the RX-7. Its front wings are bulbous and have been neatly integrated into the flush, colour-keyed bumpers.

Raked

Gone are the pop-up headlights which have characterised Mazda sports cars in the past. In their place are two slim lights on an aerodynamic and elegant nose which, with the bonnet, also acts as a giant spoiler. Air passes under the front end and over the steeply-raked bonnet to provide the downforce.

Although the RX-01 is significantly smaller than its predecessor, there is more usable space inside. For a start, the RX-01 is a 2+2, though the rear seats are too small to be of any practical use. The boot is large and can be extended by folding the rear seats. Even with them raised, there's enough room to stow two large suitcases or three overnight bags.

Up ahead is a dramatic body-coloured dashboard split down the middle by a carbon-fibre, chrome-edged console containing the stereo, heater controls and stubby MX-5-style gearlever. The fascia is dominated by a huge central rev counter which red-lines at 9,000rpm. The speedo sits to the right. A unique feature here is a 'service opening' in the console which allows access to the heart of the beast down below. This is a new rotary engine based on the powerplant found in the RX-7, but the new unit, called the ►



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Used car test:

Passat takes the strain

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Solid as a rock

Who needs to stand out from the crowd? This load-lugger may not turn heads, but it's versatile, well built and very reliable

Used test: VW Passat 2.0 CL estate

DESPITE its dull image, the latest Passat estate has enough panache to raise it above more run-of-the-mill load-carriers.

It's also renowned for having a vast interior in a compact exterior shape. The current version appeared in 1994, with an updated front end that incorporated a restyled grille and headlamps, and a more rounded rear.

At the same time VW reinforced the bodysheet and fitted an airbag as standard across the range, with

passenger 'bags on all but the base L versions. Equipment levels were also upgraded, and all models gained RDS stereos, electric windows and central locking – with most, including the CL, also sporting electric sunroofs.

The Passat has never been cheap, as you pay for the excellent build quality and impressive reliability. This means high second-hand prices, but if you can get your hands on a nice, low-mileage late model you'll get unbeatable value.

CL versions had a 75bhp Umwelt diesel, a 90bhp 1.8-litre petrol or 1.9-litre turbodiesel units, or the 115bhp 2.0-litre. The latter gives the big-bodied estate lively performance and refined motorway cruising.

Expect to pay around £10,000 for an L-registered 2.0 CL estate in good condition with 24,000 miles on the clock – or £500 more if it's a superb example bought through a Volkswagen dealer's approved used scheme. If you shop around and are less fussy you should still be able to find a mechanically sound model for £8,000.

Like most VWs, the Passat Estate is

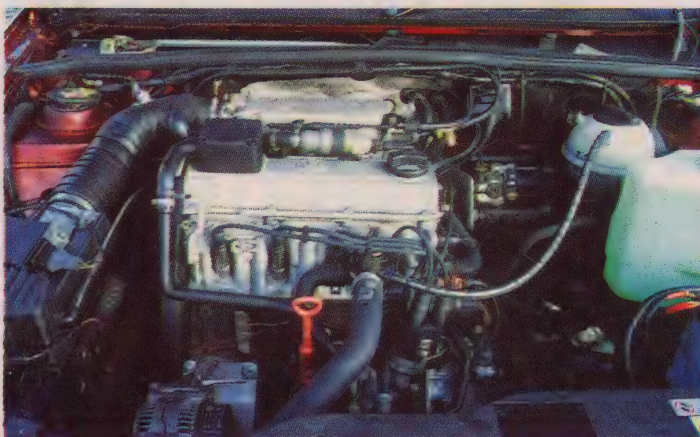
The Passat estate has enough panache to lift it above average load carriers



Cabin is gloomy, but generous equipment includes a driver's airbag



Compact exterior hides a spacious cabin and large, flat luggage deck



Engines are reliable, but a full service history is well worth paying for

hardly the most cheerful or exciting car to get into. The interiors are usually trimmed in sober cloth with matching plastic on facia and door cappings – a relaxing blue in the case of the pristine example we found on the forecourt priced at £9,995.

This rode and handled well, with no notable suspension sag or engine wear. Its gearbox was slick, with shifts aided by a light clutch. Under braking the car pulled up straight and true.

Comfortable

The seats were still in good condition and gave a comfortable driving position, aided by height adjustment on the seat and rake adjustment on the wheel. Front head and legroom and cabin are excellent.

In the back, the 60/40 split seat is reasonably comfortable for three, and legroom is generous. And the rear compartment converts easily into a

long, wide and perfectly flat load bay, with plastic runners that help shift heavy loads.

It's worth shopping around for high-specification cars, because there were several optional extras offered with CL trim. Automatic transmission, for instance, was an £800 option on the 2.0-litre CL, but some may have anti-lock brakes (which would add £200-£300 to the value of a good used example). The height-adjustable steering column, a £114 extra new, is also worth looking for.

● **Replacement parts prices for a 1994 Volkswagen Passat 2.0 CL Estate (inc VAT):** clutch assembly (exchange) £227; exhaust system £473; catalyst £499; front shock absorber £65; rear shock absorber £36; front brake pads £31; alternator (exchange) £259; starter motor (exch) £159. Insurance Group 12.

Bob Cooke

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Make/model	Reference number
Audi 80	10
BMW 3-Series Cabrio	11
BMW 3-Series	45
BMW 5-Series	46
Citroen 2CV	47
Citroen AX	12
Citroen BX	48
Citroen Xantia 2.0i SX	92
Citroen ZX 1.8i Aura	49
Daihatsu Sportrak	92
Fiat Cinquecento SX	79
Fiat Panda	14
Fiat Tempra Estate	50
Fiat Tipo	15
Fiat Tipo 1.4ie	81
Fiat Tipo 1.7 Diesel	82
Fiat Uno	51
Ford Capri	52
Ford Escort 1.3 Popular	53
Ford Escort Cabriolet	54
Ford Escort XR3i	16
Ford Fiesta (latest)	17
Ford Granada	18
Ford Granada 2.9 Scorpio Estate	83
Ford Mondeo 1.8LX	55
Ford Orion	19
Ford Probe 2.5 V6 24v	87
Ford Sierra Estate	20
Jaguar XJS Cabriolet	21
Jaguar XJ6	56
Land Rover Discovery	13
Lotus Esprit	57
Mazda 323F	58
Mercedes-Benz 190	22
MG Midget	59
MGB Roadster	60
Mini	23
Nissan Bluebird	61
Nissan Micra	24
Nissan Primera	62
Nissan Sunny GTi-R	84
Peugeot 106	63
Peugeot 205 Diesel	25
Peugeot 405 1.9 TD	85
Peugeot 405 Mi-16	26
Porsche 911 Targa	86
Porsche 924	27
Proton Persona XLi	64
Renault 19	28
Renault 19 1.8 RT	88
Renault Clio	29
Renault Clio 1.4 RT	80
Renault Espace	65
Rover 200	66
Rover 216 Coupé	67
Rover 800	30
Rover Metro (1990 on)	31
Rover Montego Diesel	68
Saab 900	32
Saab 9000	69
SEAT Ibiza	33
SEAT Toledo	70
Suzuki Vitara	34
Toyota Camry	71
Toyota Carina E	72
Toyota Corolla	35
Toyota Corolla 1.6 GLi	89
Toyota MR2	36
Toyota Previa GL	73
Toyota Supra 3.0i	37
Triumph Stag	90
Vauxhall Astra	38
Vauxhall Calibra	74
Vauxhall Carlton	39
Vauxhall Cavalier 2.0i GLS	40
Vauxhall Nova 1.2 Swing	75
Volvo 400	41
Volvo 440 GLE	77
Volvo 700	42
VW Golf	43
VW Golf 1.9D	91
VW Passat	44
VW Scirocco	76

ae Verdict

THE Passat is an underrated car, if only because the styling is rather unexciting. But it offers an excellent practical package, particularly the estate which has a huge load compartment for such a compact car and has consistently outsold the saloon.

It's worth paying more for a well-looked after model. VWs are very reliable but engine wear can be accelerated by poor maintenance, so make sure there's a full service history.

A VW dealer's warranty should cover the cost of a replacement catalyst, but if you're buying privately try to get an MoT station to check the emissions before you hand over the cash. ■

The prices guide

The only new and used car prices guide updated every week

THE Auto Express Prices Guide is the best in the business, with thousands of new and used car prices updated every week.

Compiled by data expert Peter Burgess, the New Prices have been expanded with even more information for buyers. They

include a depreciation guide (✓ for slow depreciation, □ for average, and ✗ for poor loss of value), body style (S=Saloon, H=Hatchback, E=Estate, C=Coupe, T=Convertible, P=People carrier, F=4x4), manufacturer's claimed top speed,

0-60mph time, mpg for town driving, insurance groups, and automatic cost option. Prices include VAT but not delivery.

Alongside each manufacturer's name is the warranty period in months offered for mechanicals, corrosion and paintwork.

Delivery charge is given where applicable.

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New car prices

	Body/Doors	Max Speed	0-60	MPG Urban	Ins Grp	Depreciation	Price	Auto
● AC (12/12/12 d.c.: £170)								
Ace - 174"/74"	T/2	144	5.9	19	20	□	£59,995	£1,488
Cobra - 165"/69"	T/2	135	5.3	18	20	□	£69,795	
● ALFA ROMEO (36/96/36 d.c.: £435)								
145 - 161"/67"								
1.6ie L	H/3	115	11.0	28	9	□	£11,363	
1.6ie L	H/3	115	11.0	28	9	□	£12,379	
1.7ie 16v	H/3	124	9.8	26	12	□	£13,393	
2.0 Cloverleaf	H/3	130	8.4	28	14	□	£14,884	
146 - 167"/67"								
1.6	H/5	116	11.5	27	9	□	£11,870	
1.6 L	H/5	116	11.5	27	9	□	£12,845	
1.7 16v	H/5	126	10.2	26	12	□	£13,859	
2.0 J	H/5	130	8.5	28	14	□	£15,392	
155 - 175"/67"								
1.8 Twin Spark	S/4	124	10.3	30	14	□	£14,353	
2.0 Twin Spark	S/4	129	9.3	29	15	□	£16,229	
2.5 V6	S/4	133	8.4	24	16	□	£18,031	
164 - 179"/69"								
2.0 Twin Spark	S/4	130	9.9	29	13	□	£18,138	
2.0 Tspark Super	S/4	130	9.9	29	13	□	£20,554	
3.0 V6 Super	S/4	149	8	21	16	✗	£23,522	£1,464
3.0 V6 Super Lusso	S/4	149	8	21	16	✗	£26,826	£1,464
3.0 V6 Cloverleaf	S/4	152	7.7	21	17	✗	£29,836	
● ASIA MOTORS (12/12/12 d.c.: £420)								
Rocesta - 141"/66"								
1.8 DX Soft Top	F/2	80	-	-	6	✓	£9,500	
1.8 DX Hard Top	F/2	80	-	-	6	✓	£9,800	
2.2 DSI Soft Top	F/2	70	-	-	6	✓	£9,500	
2.2 DSI DX Soft Top	F/2	70	-	-	6	✓	£9,500	
2.2 DSI DX Hard Top	F/2	70	-	-	6	✓	£9,800	
● ASTON MARTIN (24/24/24 d.c.: £582)								
DB7 - 182"/72"								
3.2	C/2	165	5.7	-	20	✓	£78,500	Free
Volante - 187"/73"								
Volante	T/2	155	6.5	11	20	✗	£147,862	Free
Coupe - 187"/77"								
Coupe	C/2	155	5.8	-	20	✗	£139,500	Free
Vantage - 187"/78"								
Vantage	C/2	186	4.6	-	20	✗	£177,600	
● AUDI (36/120/36 d.c.: £425)								
A4 - 176"/67"								
1.6	S/4	119	11.9	29	10	□	£15,732	£1,128
1.6 SE	S/4	119	11.9	29	12	□	£17,301	£1,128
1.8	S/4	127	10.5	28	13	□	£17,633	£1,128
1.8 SE	S/4	127	10.5	28	13	□	£19,459	£1,128
1.8 T	S/4	127	8.3	29	15	□	£20,390	
1.8 T Sport	S/4	140	8.3	29	15	□	£21,983	
1.9 TD	S/4	114	13.3	46	12	□	£17,894	£1,128
1.9 TD SE	S/4	114	13.3	46	12	□	£19,514	£1,128
1.9 TD 110	S/4	122	11.3	-	13	□	£18,847	£1,128
1.9 TD 110 SE	S/4	122	11.3	-	13	□	£20,668	£1,128
2.6 V6	S/4	137	9.1	24	15	□	£20,795	£1,545
2.6 V6 SE	S/4	137	9.1	24	15	□	£22,522	£1,545
2.6 V6 quattro	F/4	135	9.1	22	15	□	£24,035	
Avent 1.6	E/5	119	11.9	30	10	□	£16,607	£1,128
Avent 1.6 SE	E/5	119	11.9	30	10	□	£18,346	£1,128
Avent 1.8	E/5	127	10.5	28	13	□	£18,513	£1,128
Avent 1.8 SE	E/5	127	10.5	28	13	□	£20,505	£1,128
Avent 1.8 T	E/5	140	8.3	29	15	□	£23,029	
Avent 1.8 T Sport	E/5	140	8.3	29	15	□	£23,029	
Avent 1.9 TD	E/5	114	13.3	46	12	□	£18,569	£1,128
Avent 1.9 TD SE	E/5	114	13.3	46	12	□	£20,560	£1,128
Avent 1.9 TD 110	E/5	122	11.3	-	13	□	£19,722	£1,128
Avent 1.9 TD 110 SE	E/5	122	11.3	-	13	□	£21,714	£1,128
Avent 2.6 V6	E/5	137	9.1	24	15	□	£21,674	£1,545
Avent 2.6 V6 SE	E/5	137	9.1	24	15	□	£23,568	£1,545
20 Cabriolet - 172"/68"								
2.0	T/2	116	12.9	24	17	□	£21,433	
2.6	T/2	130	10.2	21	17	□	£25,157	
A6 - 189"/70"								
1.8	S/4	124	11.2	-	15	□	£18,939	£1,128
1.8 SE	S/4	124	11.2	-	15	□	£20,677	£1,128
1.9 TD	S/4	110	13.9	40	14	□	£20,204	£1,128
1.9 TD SE	S/4	110	13.9	40	14	□	£22,143	£1,128
2.5 TD	S/4	121	11.1	38	15	□	£21,851	£1,128
2.5 TD SE	S/4	121	11.1	38	16	□	£23,790	£1,128
2.5 TD 140bhp	S/4	129	9.9	38	16	□	£23,500	
2.5 TD SE 140bhp	S/4	129	9.9	38	16	□	£25,439	
3.5 TD 140 quattro	S/4	128	10.0	34	16	□	£27,516	
2.8	S/4	129	9.9	32	16	□	£22,265	£1,128
2.8 SE	S/4	129	9.9	32	16	□	£24,265	£1,128
2.8	S/4	143	8.1	-	18	□	£25,590	£1,545
2.8 SE	S/4	143	8.1	-	18	□	£27,435	£1,545
2.8 quattro	F/4	142	8.1	-	18	□	£29,950	£1,545
S6								
1.8 Est	E/5	124	11.2	-	15	□	£20,825	£1,128
1.8 Est SE	E/5	124	11.2	-	15	□	£22,616	£1,128
1.9 TD Est	E/5	108	14.2	40	14	□	£21,780	£1,128
1.9 TD SE Est	E/5	108	14.2	40	14	□	£23,882	£1,128
2.6 Est	E/5	121	11.2	38	16	□	£25,529	
2.5 TD SE Est	E/5	121	11.2	38	16	□	£25,529	
2.5 TD 140bhp Est	E/5	126	10.1	38	16	□	£25,086	
2.5 TD SE 140 Est	E/5	126	10.1	38	16	□	£27,178	
2.5 TD quattro Est	F/5	128	10.0	34	16	□	£29,202	
2.6 Est	E/5	127	10.1	23	16	□	£24,005	£1,128
2.6 SE Est	E/5	127	10.1	23	16	□	£26,004	£1,128
2.8 Est	E/5	143	8.1	-	18	□	£27,178	£1,545
2.8 SE Est	E/5	143	8.1	-	18	□	£29,178	£1,545
2.8 quattro Est	E/5	142	8.1	-	18	□	£31,689	£1,545
S6 Est	E/5	146	6.8	19	19	□	£37,391	£1,545
AB - 198"/74"								
2.8 auto	S/4	140	10.2	20	18	□	£35,531	Std
2.8 Sport auto	S/4	140	10.2	20	18	□	£38,974	Std
3.7 auto	S/4	153	8.7	19	19	□	£43,350	Std
3.7 Sport auto	S/4	155	7.3	17	20	✗	£46,360	Std
4.2 quattro auto	S/4	155	7.3	17	20	✗	£49,048	Std
4.2 quattro Sport auto	S/4	155	7.3	17	20	✗	£52,491	Std
● BENTLEY (36/36/36 d.c.: dealer priced)								
Saloan - 207"/79"								
Brooklands	S/4	134	9.3	11	20	□	£99,980	Std
Brooklands LWB	S/4	134	9.3	11	20	□	£115,619	Std
Turbo R	S/4	147	6.3	11	20	□	£137,755	Std
Turbo R LWB	S/4	147	6.3	11	20	□	£150,672	Std
Continental R	C/2	147	6.3	11	20	□	£187,354	Std
Azure	T/2	147	6.3	10	20	□	£215,000	Std
● BMW (36/72/12 d.c.: £445)								
3-Series - 174"/67", Compact 165"								
316i Compact	H/3	117	12.3	31	10	✓	£13,650	£1,020
316i	H/3	132	10.2	26	12	✓	£15,650	£1,020
316iR	H/3	109	13.9	38	10	✓	£15,150	
316i Saloon	S/4	121	12.7	30	10	✓	£15,920	£1,020
316i SE	S/4	121	12.7	30	10	✓	£17,220	£1,020
318i	S/4	125	11.3	29	11	✓	£17,220	£1,020
318i SE	S/4	125	11.3	29	11	✓	£18,490	£1,020
318iR	S/4	114	12.0	37	10	✓	£17,085	
318iR SE	S/4	114	12.0	37	11	✓	£18,350	
320i	S/4	133	10.0	25	13	✓	£20,195	£1,120
320i SE	S/4	133	10.0	25	14	✓	£21,700	£1,120
325i	S/4	123	12.0	32	12	✓	£20,150	
325i SE	S/4	133	10.4	32	14	✓	£21,380	
325i	S/4	133	10.4	32	14	✓	£23,660	£1,120
325i SE	S/4	148	7.3	24	16	✓	£25,250	£1,120
328i	S/4	148	7.3	24	16	✓	£26,980	£1,120
328i SE	S/4	155	6.0	22	19	✓	£33,850	
318iR Touring	E/5	112	14.6	36	10	✓	£17,930	
318i	E/5	125	11.3	29	11	✓	£18,100	£1,020
320i	E/5	133	10.2	23	13	✓	£22,340	£1,120
325i	E/5	128	10.5	29	14	✓	£23,640	£1,120
325i SE	E/5	144	7.4	22	16	✓	£26,010	£1,120
318i Coupe	C/2	121	12.7	30	11	✓	£17,190	£1,020
318iS	C/2	130	10.4	26	13	✓	£19,355	£1,020
323i	C/2	141	8.0	22	15	✓	£22,480	£1,120
328i	C/2	148	7.3	24	16	✓	£24,080	£1,120
M3	C/2	155	6.0	22	19	✓	£33,850	
318iR Conv	T/2	121	12.5	28	14	✓	£23,380	£1,020
320i	T/2	131	10.9	24	15	✓	£25,490	£1,120
328i	T/2	131	10.9	24	15	✓	£29,780	£1,120
M3	T/2	155	6.2	22	19	✓	£39,100	
5-Series - 186"/69"								
518i	S/4	121	12.4	27	13	✓	£18,290	
518i SE	S/4	121	12.4	27	13	✓	£20,090	
520i	S/4	131	10.6	24	14	✓	£21,200	£1,120
520i SE	S/4	131	10.6	24	14	✓	£23,220	£1,120
525i	S/4	143	8.6	23	15	✓	£25,080	£1,120
525i SE	S/4	143	8.6	23	15	✓	£26,980	£1,120
525i Sport	S/4	143	8.6	23	16	✓	£29,550	£1,120
525i	S/4	137	9.5	23	16	✓	£27,850	
525i SE	S/4	137	9.5	23	16	✓	£29,325	
525i	S/4	121	12.9	30	14	✓	£20,990	£1,120
525i SE	S/4	129	11.0	31	15	✓	£23,395	£1,120
530i	S/4	146	7.7	19	17	✓	£31,950	£1,120
540i	S/4	149						

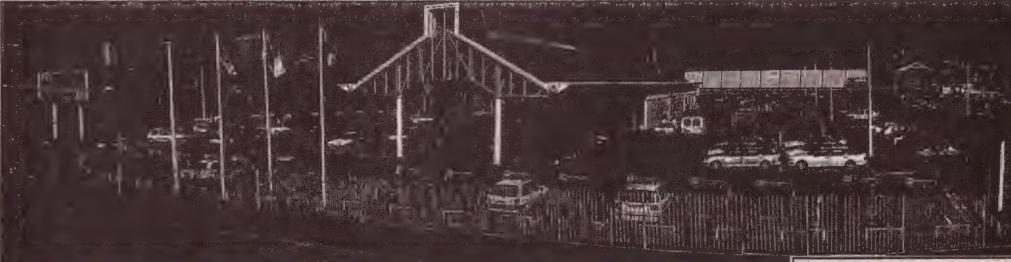
OVER 70 FORDS FROM £2587

90 H FORD ESCORT 1.3 POPULAR 3 door, Blue.....	£2587
91 FORD FIESTA 1.200 LS 3 door, White.....	£2629
92 H FORD ORION 1.3 EQUIPE 4 door, Blue.....	£3495
93 K FORD ESCORT 1.3 3 door, Blue.....	£3746
94 K FORD SIERRA 1.4 5 door, Red.....	£4914
95 J FORD SIERRA 2.0i GHIA, 5 door, Red.....	£4418
96 K FORD FIESTA 1.1 5 door, Red.....	£4426
97 K FORD ORION 1.6 5 door, Red.....	£4463
98 J FORD ORION GHIA 1.6i 4 door, Black.....	£4485
99 H FORD ORION 1.6 5 door, Auto, Blue.....	£4488
90 K FORD ESCORT 1.4i 5 door, Red.....	£4645
91 J FORD ORION 1.4 4 door, Blue.....	£4784
92 K FORD FIESTA 1.4 5 door, Blue.....	£4816
93 K FORD FIESTA 1.4 5 door, Red.....	£4816
94 L FORD FIESTA 1.1 FRESCO 3 door, Red.....	£4988
95 K FORD ORION 1.6 5 door, Red.....	£4995
96 J FORD SIERRA 2.0 5 door, Red.....	£5174
97 K FORD ESCORT 1.3 5 door, Red.....	£5297
98 J FORD ESCORT 1.6 GHIA 5 door, Grey.....	£5298

MANCHESTER'S BIGGEST USED CAR SITE

OVER 20 CITROENS FROM £4498

93 L CITROEN AX 1.4D ECHO 3 door, Red.....	£4498
94 K CITROEN ZX 1.6 ADVANTAGE 5 door, Blue.....	£4592
95 K CITROEN AX 1.4 ECHO 5 door, White.....	£4771
96 K CITROEN AX 1.4 ECHO 3 door, Red.....	£4836
97 K CITROEN AX 1.4D ECHO 5 door, White.....	£4942
98 K CITROEN AX 1.4D ECHO 5 door, Blue.....	£4988
99 K CITROEN ZX 1.6D REFLEX 5 door, Red.....	£4998
90 K CITROEN ZX 1.6D REFLEX 5 door, Red.....	£5316
91 K CITROEN ZX ADVANTAGE 1.4 5 door, Grey.....	£5394
92 K CITROEN ZX 1.2 3 door, Green.....	£5478
93 K CITROEN ZX 1.6D REFLEX 5 door, Red.....	£5693
94 K CITROEN ZX AURA 1.8i 5 door, Grey.....	£5695
95 K CITROEN 1.9D AVANT 5 door, Black.....	£5732
96 K CITROEN ZX VOLCAN 1.9T 3 door, Black.....	£5744
97 K CITROEN ZX 1.9D AVANT 5 door, White.....	£5976
98 K CITROEN ZX VOLCAN 1.2 5 door, White.....	£6287
99 K CITROEN ZX AURA 1.9 D, 5 door, Blue.....	£6327



93 K FORD FIESTA 1.1 LX 5 door, Green.....	£5314
94 K FORD ESCORT 1.4i 5 door, Red.....	£5320
95 K FORD ESCORT 1.4i 5 door, Silver.....	£5410
96 L FORD ESCORT 1.3 5 door, Blue.....	£5417
97 K FORD ORION 1.6 5 door, Saloon, Red.....	£5417
98 K FORD ORION 1.6 5 door, Blue.....	£5536
99 K FORD ORION 1.6 5 door, White.....	£5560
90 K FORD FIESTA 1.1 FREESTYLE 3 door, White.....	£5817
91 K FORD ESCORT 1.6 LX Estate, 5 door, Red.....	£5927
92 K FORD FIESTA 1.1 LX 5 door, Blue.....	£5935
93 K FORD FIESTA 1.1 LX 5 door, Blue.....	£5939
94 K FORD FIESTA 1.1 LX 5 door, Red.....	£5942
95 K FORD FIESTA 1.1 LX 5 door, Red.....	£5984
96 K FORD FIESTA 1.1 LX 5 door, White.....	£5996
97 K FORD FIESTA 1.3 LX 5 door, Red.....	£6749
98 K FORD ORION 1.6 GHIA, 4 door, Red.....	£6793
99 K FORD FIESTA 1.3 5 door, Red.....	£6838
90 K FORD FIESTA 1.3 5 door, Blue.....	£6897
91 K FORD MONDEO 1.6 LX 5 door, Red.....	£6924
92 K FORD MONDEO 1.6 LX 5 door, White.....	£6953
93 K FORD FIESTA 1.3 5 door, Red.....	£6968
94 K FORD FIESTA 1.3 5 door, White.....	£6968
95 K FORD GRANADA SCORPIO 2.0i, 5 door, White.....	£7150
96 K FORD FIESTA 1.3 5 door, Red.....	£7346
97 K FORD MONDEO 1.6 LX 4 door, Blue.....	£7429
98 K FORD ESCORT 1.6 LX 5 door, Red.....	£7486
99 K FORD ESCORT 1.6 LX 5 door, Red.....	£7486
90 K FORD ESCORT 1.6 LX 5 door, Red.....	£7479
91 K FORD ESCORT 1.6 LX 5 door, Black.....	£7584
92 K FORD MONDEO 1.6 LX 5 door, Blue.....	£7694
93 K FORD MONDEO 1.6 LX 5 door, Blue.....	£8236
94 K FORD MONDEO 1.6 LX 5 door, Red.....	£8525
95 K FORD ESCORT 1.6 LX 5 door, White.....	£8565
96 K FORD GRANADA SCORPIO 2.0i, 5 door, White.....	£8565
97 K FORD MONDEO 1.6 LX 5 door, Blue.....	£8565
98 K FORD MONDEO 1.6 LX 5 door, Blue.....	£8565
99 K FORD MONDEO 1.6 LX 5 door, Blue.....	£8565

MASSIVE CHOICE MASSIVE SAVINGS

93 K VAUXHALL CAVALIER 1.8i LS, 5 door, Blue.....	£8817
94 K VAUXHALL CAVALIER 1.8i LS, 5 door, Blue.....	£8916
95 K VAUXHALL ASTRA 1.6i, 5 door, A, Blue.....	£8962
96 K VAUXHALL CAVALIER 1.8i LS, 5 door, Blue.....	£8975
97 K VAUXHALL CAVALIER 2.0i CDI, 5 door, Blue.....	£7183
98 K VAUXHALL CAVALIER 2.5i V6, 5 door, Silver.....	£7984
99 K VAUXHALL CAVALIER 2.5i V6, 5 door, White.....	£8614
90 K VAUXHALL CORSA GSI 16V 1.6 5 door, Red.....	£8616
91 K VAUXHALL CALIBRA 2.0i 5 door, Green.....	£1030
92 K VAUXHALL CALIBRA 2.0i 5 door, White.....	£1030
93 K VAUXHALL CALIBRA 2.0i 5 door, White.....	£1030
94 K VAUXHALL CALIBRA 2.5i V6 5 door, Green.....	£1030
95 K VAUXHALL CALIBRA 2.5i V6 5 door, Green.....	£1030
96 K VAUXHALL CALIBRA 2.5i V6 5 door, Green.....	£1030
97 K VAUXHALL CALIBRA 2.5i V6 5 door, Green.....	£1030
98 K VAUXHALL CALIBRA 2.5i V6 5 door, Green.....	£1030
99 K VAUXHALL CALIBRA 2.5i V6 5 door, Green.....	£1030

IT'S IMPOSSIBLE TO SHOW OUR COMPLETE STOCK RING US WITH YOUR REQUIREMENTS.

93 L ROVER 820Si 4 door, Green.....	£8958
94 M ROVER 214SLi 5 door, Blue.....	£8969
95 L ROVER 820SLi 4 door, Green.....	£8993

OVER 30 ROVERS FROM £3925

92 J ROVER METRO 1.1 3 door, Red.....	£3925
93 K AUSTIN MONTEGO 2.0DSLX 4 door, Red.....	£3925
94 K ROVER 214 Si 1.4, 5 door, Red.....	£5525
95 K ROVER 214 Si 1.4, 5 door, Blue.....	£5525
96 K ROVER 416GSI 4 door, Saloon, Green.....	£3978
97 K ROVER METRO 1.1 3 door, Blue.....	£4787
98 J ROVER 216SLi 5 door, Red.....	£4969
99 K ROVER 214 Si 1.4, 5 door, White.....	£4992
90 K ROVER 416SLi 4 door, White.....	£5453
91 K ROVER METRO 1.1 3 door, Blue.....	£5517
92 K ROVER 214 Si 1.4, 5 door, White.....	£5517
93 K ROVER 216SLi 5 door, White.....	£5989
94 K ROVER 214 Si 1.4, 5 door, White.....	£5989
95 K ROVER METRO 1.1 3 door, White.....	£6284
96 K ROVER 214 Si 1.4, 5 door, Red.....	£6317
97 K ROVER 216 SLi 1.6 GTi, 3 door, Blue.....	£6864
98 K ROVER 820 Si, 5 door, H/B, Red.....	£7177
99 K ROVER 420 2.0 GSI 16V, 4 door, Red.....	£7258
90 K ROVER 214 Si 1.4, 5 door, White.....	£7338
91 K ROVER 216 SLi 1.6 SLD 7/8, 5 door, White.....	£7738
92 K ROVER 216 SLi 1.6 SLD 7/8, 5 door, White.....	£7738
93 K ROVER 216 SLi 1.6 SLD 7/8, 5 door, White.....	£7738
94 K ROVER 216 SLi 1.6 SLD 7/8, 5 door, White.....	£7738
95 K ROVER 216 SLi 1.6 SLD 7/8, 5 door, White.....	£7738
96 K ROVER 216 SLi 1.6 SLD 7/8, 5 door, White.....	£7738
97 K ROVER 216 SLi 1.6 SLD 7/8, 5 door, White.....	£7738
98 K ROVER 216 SLi 1.6 SLD 7/8, 5 door, White.....	£7738
99 K ROVER 216 SLi 1.6 SLD 7/8, 5 door, White.....	£7738

OVER 30 NISSANS FROM £4979

89 G NISSAN 200SX 3 door, Blue.....	£4979
90 L NISSAN SUNNY 1.4L 3 door, Red.....	£4998
91 K NISSAN SUNNY 1.6SLX 3 door, Red.....	£4998
92 K NISSAN SUNNY 1.4L CHIC 3 door, Red.....	£5397
93 H NISSAN PRIMER 2.0GSI 5 door, Red.....	£5416
94 L NISSAN SUNNY 1.6L 5 door, Red.....	£5495
95 K NISSAN SUNNY TROPIC 1.4 3 door, Red.....	£5694
96 M NISSAN MICRA 1.0L 3 door, Red.....	£5894
97 M NISSAN MICRA 1.3L 3 door, Red.....	£5894
98 M NISSAN MICRA 1.0L 3 door, Red.....	£5894
99 M NISSAN SUNNY 1.4 TROPIC 3 door, Green.....	£5898
90 M NISSAN MICRA 1.3L 3 door, White.....	£5902
91 L NISSAN PRIMER 1.4L 4 door, Grey.....	£5936
92 M NISSAN SUNNY 1.4L 3 door, Grey.....	£5959
93 K NISSAN PRIMER 1.4L 3 door, Gold.....	£5959
94 L NISSAN SUNNY 1.4L 4 door, White.....	£59923
95 M NISSAN SUNNY 1.4L 4 door, White.....	£7296
96 M NISSAN SUNNY 1.4L 4 door, Red.....	£7416
97 M NISSAN SUNNY 1.4L 4 door, Red.....	£7418
98 M NISSAN SUNNY 1.4L 4 door, Blue.....	£7575
99 K NISSAN PRIMER 2.0L 5 door, Blue.....	£8893
90 L NISSAN TERRANO 1.2 7SLX 3 door, Grey.....	£12692
91 L NISSAN TERRANO 1.2 7SLX 3 door, Grey.....	£12692
92 M NISSAN TERRANO 2.7 7D SLX 5 door, Red.....	£12946
93 M NISSAN TERRANO 2.7 7D SLX 5 door, Red.....	£12946

OVER 20 PEUGEOTS FROM £4975

91 J PEUGEOT 205GTi 3 door, White.....	£4975
92 L PEUGEOT 205 LX 1.6 5 door, Red.....	£5286
93 K PEUGEOT 309GLX 1.4 5 door, Blue.....	£5286
94 K PEUGEOT 405 1.9 STYL 5 door, White.....	£5314
95 K PEUGEOT 405 1.9 STYL 5 door, White.....	£5314
96 K PEUGEOT 405 1.9 STYL 5 door, White.....	£5314
97 K PEUGEOT 405 1.9 STYL 5 door, White.....	£5314
98 K PEUGEOT 205 JUNIOR 1.9D 5 door, White.....	£5979
99 K PEUGEOT 405 1.9 GLD 4 door, Blue.....	£6314
90 K PEUGEOT 405 1.9 GLD 4 door, Blue.....	£6314
91 K PEUGEOT 405 1.9 GLD 4 door, Blue.....	£6314
92 K PEUGEOT 405 1.9 GLD 4 door, Blue.....	£6314
93 K PEUGEOT 405 1.9 GLD 4 door, Blue.....	£6314
94 K PEUGEOT 405 1.9 GLD 4 door, Blue.....	£6314
95 K PEUGEOT 405 1.9 GLD 4 door, Blue.....	£6314
96 K PEUGEOT 405 1.9 GLD 4 door, Blue.....	£6314
97 K PEUGEOT 405 1.9 GLD 4 door, Blue.....	£6314
98 K PEUGEOT 405 1.9 GLD 4 door, Blue.....	£6314
99 K PEUGEOT 405 1.9 GLD 4 door, Blue.....	£6314

OVER 60 VAUXHALLS FROM £3768

90 H VAUXHALL CAVALIER 2.0GLi 5 door, Red.....	£3768
91 K VAUXHALL ASTRA 1.4i 5 door, Estate, White.....	£4480
92 K VAUXHALL ASTRA 1.4i 5 door, Estate, White.....	£4480
93 K VAUXHALL CAVALIER 1.6i 5 door, White.....	£4488
94 J VAUXHALL ASTRA MERIT 1.4i 5 door, White.....	£4492
95 H VAUXHALL CARLTON 1.8i 4 door, Blue.....	£4492
96 K VAUXHALL ASTRA 1.4SLi 5 door, White.....	£4496
97 K VAUXHALL ASTRA 1.4SLi 5 door, White.....	£4496
98 K VAUXHALL ASTRA 1.4SLi 5 door, White.....	£4496
99 K VAUXHALL ASTRA 1.4SLi 5 door, White.....	£4496
90 K VAUXHALL CAVALIER 1.6i 5 door, Blue.....	£4940
91 K VAUXHALL CAVALIER 1.6i 5 door, Blue.....	£4940
92 K VAUXHALL CAVALIER 1.6i 5 door, Blue.....	£4940
93 K VAUXHALL CAVALIER 1.6i 5 door, Blue.....	£4940
94 K VAUXHALL CAVALIER 1.6i 5 door, Blue.....	£4940
95 K VAUXHALL CAVALIER 1.6i 5 door, Blue.....	£4940
96 K VAUXHALL CAVALIER 1.6i 5 door, Blue.....	£4940
97 K VAUXHALL CAVALIER 1.6i 5 door, Blue.....	£4940
98 K VAUXHALL CAVALIER 1.6i 5 door, Blue.....	£4940
99 K VAUXHALL CAVALIER 1.6i 5 door, Blue.....	£4940

TRY OUR BIGGET CREDIT

L REG MONDEO 2.0GLX

TYPICAL EXAMPLE

£102.87 PER MONTH

12.8% APR

CASH PRICE £5999

CASH PRICE £5999.00 48 MONTHLY PAYMENTS £162.87 REPAYMENT BALANCE £6802.04
 DEPOSIT/PART EX. £20% C1199.80 DOC. FEE £75 ON FIRST PAYMENT TOTAL AMOUNT (INC. DEP) £7801.84
 BALANCE £2799.20 CHARGE FOR CREDIT £1802.84 APR 18.0%

PEACE OF MIND GUARANTEED COMPREHENSIVE WARRANTY PRE-CHECKED CARS 12 MONTHS MOT CERTIFIED MILEAGE 30 DAY EXCHANGE

CARS SHOWN FOR ILLUSTRATION PURPOSES ONLY. FINANCE SUBJECT TO STATUS. WRITTEN DETAILS ON REQUEST

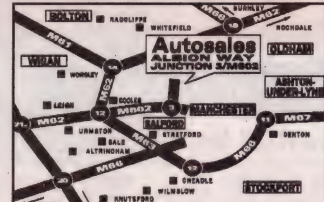
EX Autosales

THE USED CAR SUPERSTORE

ALBION WAY SALFORD

0161 743 9000

OPEN MON-FRI 9-8 SAT 9-6 SUN 11-5



New car prices

	Body	Max	0-60	MPG	Ins	Depre-	Price	Auto	Body	Max	0-60	MPG	Ins	Depre-	Price	Auto	Body	Max	0-60	MPG	Ins	Depre-	Price	Auto
	Doors	Speed		Urban	Grp	ciation			Doors	Speed		Urban	Grp	ciation			Doors	Speed		Urban	Grp	ciation		
1.9 D LX	H/5	99	16.2	38	8	✓	\$13,295		1.9 TD EL	P/5	100	15.1	32	11	✓	\$19,745	1.6 V LX	S/4	111	12.8	28	7	✓	\$13,500
1.9 D SX	H/5	99	16.2	38	8	✓	\$14,980		1.6 GLX	S/4	111	12.8	28	7	✓	\$14,850	1.8 LX	S/4	121	10.5	26	9	✓	\$13,500
1.9 D LX	H/5	111	11.6	37	9	✓	\$13,985	● FORD (12/72/36 d.c. £470; Maverick 36/72/36)	1.8 GLX	S/4	121	10.5	26	9	✓	\$14,850	1.8 GLX	S/4	121	10.5	26	9	✓	\$14,850
1.9 D LX	H/5	111	11.6	37	9	✓	\$15,340	Fiesta Classic - 147/63	1.8 GLX	S/4	121	10.5	26	9	✓	\$14,850	1.8 GLX	S/4	121	10.5	26	9	✓	\$14,850
1.9 D V SX	H/5	111	11.6	37	10	✓	\$17,525	1.1	H/3	89	15.8	41	4	✓	\$7,145	1.8 GLX	S/4	121	10.5	26	9	✓	\$14,850	
1.8 V LX Estate	E/5	110	13.3	26	9	✓	\$13,850	1.1	H/3	89	15.8	41	4	✓	\$7,575	1.8 GLX	S/4	121	10.5	26	9	✓	\$14,850	
2.0 V LX	E/5	123	10.6	25	13	✓	\$15,870	1.1 Quartz	H/3	89	15.8	41	4	✓	\$7,545	1.8 TD LX	S/4	114	12.6	38	8	✓	\$14,100	
2.0 V LX	E/5	123	10.6	25	13	✓	\$15,870	1.1 Quartz	H/3	89	15.8	41	4	✓	\$7,545	1.8 TD LX	S/4	114	12.6	38	8	✓	\$14,100	
2.0 Turbo V SX Est	E/5	127	10.1	23	14	✓	\$18,820	1.3 Cabaret	H/5	95	13.7	36	6	✓	\$7,945	1.8 TD LX	S/4	114	12.6	38	8	✓	\$14,100	
1.9 TD LX	E/5	108	13.9	37	9	✓	\$14,795	1.3 Cabaret	H/5	95	13.7	36	6	✓	\$7,945	1.8 TD LX	S/4	114	12.6	38	8	✓	\$14,100	
1.9 TD LX	E/5	108	13.9	37	9	✓	\$16,410	1.8 D	H/3	94	14.1	49	7	✓	\$7,570	1.8 TD LX	S/4	114	12.6	38	8	✓	\$14,100	
1.9 TD V SX	E/5	108	13.9	37	10	✓	\$18,825	1.8 D	H/3	94	14.1	49	7	✓	\$7,570	2.0 GLX	S/4	126	9.1	25	11	✓	\$13,500	
1.9 TD V SX	E/5	108	13.9	37	10	✓	\$18,825	1.8 D	H/3	94	14.1	49	7	✓	\$7,570	2.0 GLX	S/4	126	9.1	25	11	✓	\$13,500	
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1.9 TD V SX	E/5	108	13.9	37	10	✓	\$18,825	1.8 D	H/3	94	14.1	49	7	✓	\$7,570	2.0 GLX	S/4	126	9.1	25	11	✓	\$13,500	
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1.9 TD V SX	E/5	108	13.9	37	10	✓	\$18,825	1.8 D	H/3	94	14.1	49	7	✓	\$7,570	2.0 GLX	S/4	126	9.1	25	11	✓	\$13,500	
1.9 TD V SX	E/5	108	13.9	37	10	✓	\$18,825	1.8 D	H/3	94	14.1	49	7	✓	\$7,570	2.0 GLX	S/4	126	9.1	25	11	✓	\$13,500	
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1.9 TD V SX	E/5	108	13.9	37	10	✓	\$18,825	1.8 D	H/3	94	14.1	49	7	✓	\$7,570	2.0 GLX	S/4	126	9.1	25	11	✓	\$13,500	
1.9 TD V SX	E/5	108	13.9	37	10	✓	\$18,825	1.8 D	H/3	94	14.1	49	7	✓	\$7,570	2.0 GLX	S/4	126	9.1	25	11	✓	\$13,500	
1.9 TD V SX	E/5	108	13.9	37	10	✓	\$18,825	1.8 D	H/3	94	14.1	49	7	✓	\$7,570	2.0 GLX	S/4	126	9.1	25	11	✓	\$13,500	
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1.9 TD V SX	E/5	108	13.9	37	10	✓	\$18,825	1.8 D	H/3	94	14.1	49	7	✓	\$7,570	2.0 GLX	S/4	126	9.1	25	11	✓	\$13,500	
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1.9 TD V SX	E/5	108	13.9	37	10	✓	\$18,825	1.8 D	H/3	94	14.1	49	7	✓	\$7,570	2.0 GLX	S/4	126	9.1	25	11	✓	\$13,500	
1.9 TD V SX	E/5	108	13.9	37	10	✓	\$18,825	1.8 D	H/3	94	14.1	49	7	✓	\$7									

Focus on

Vauxhall Vectra 1.8GLS

THE chunky Vectra has a real quality feel about it, inside and out. There's no faulting cabin and boot

space, nor the versatility of the split-fold back seat, which wins points for having three head restraints.

Despite the facia's sombre look it is clear and easy to use. The high-mounted seat gives good support and a commanding driving position.



Vectra oozes quality throughout

quiet and keen performer, though it needs to be worked hard to deliver truly lively performance.

Standard equipment in the GLS includes anti-lock brakes, electric windows, alarm with immobiliser and driver's airbag. One for your passenger will cost an extra £300.



HARTWELL
Warrington



Audi. Vorsprung durch Technik.

94M

PASSAT 2.0 CL



NOW from only £8995



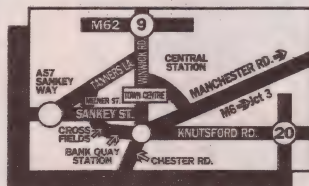
Customers may choose to pay either weekly or monthly. Subject to status. This offer supersedes all previous offers.

17.9% APR

HARTWELL
Warrington

JUST £44.11 PER WEEK	
CASH PRICE	£8995.00
DEPOSIT	£2248.75
BALANCE	£6746.25
208 WEEKLY PAYMENTS £44.11	
CHARGE FOR CREDIT	£2428.83
TOTAL AMOUNT PAYABLE	£11494.33

- Choice of colours including metallic
- Central locking • PAS
- Tinted glass



MILNER STREET,
WARRINGTON, CHESHIRE
WA5 1AD.

TEL: 01925 655300

Licensed Credit Broker, written details on request, subject to status

OPEN 7 DAYS A WEEK
Mon - Fri 8.30 - 7pm
Sat 8.30 - 6pm Sun 10 - 6pm

THE CONTRACT HIRE AND LEASING SPECIALISTS

Lombard

Contract Hire



PLATINUM
VEHICLE CONTRACTS LIMITED

FULFILLING YOUR VEHICLE REQUIREMENTS PROFESSIONALLY



AVAILABLE NOW

Subaru Impreza Turbo 4x4 £348.00

BMW	M.P.V's	MERCEDES	CABRIOS	4x4
3 SERIES	ULYSSE	C-CLASS	ROVER	DISCOVERY
FROM ONLY £261	FROM ONLY £199	FROM ONLY £311	FROM ONLY £259	FROM ONLY £285
5 SERIES	SYNERGIE	E-CLASS	MGF	FOURTRACK
FROM ONLY £297	FROM ONLY £228	FROM ONLY £364	FROM ONLY £293	FROM ONLY £265
DIESEL	ESPACE	S-CLASS	VW	VITARA
FROM ONLY £257	FROM ONLY £240	FROM ONLY £579	FROM ONLY £265	FROM ONLY £199
COMPACT	GALAXY	SL	BMW	ISUZU
FROM ONLY £218	FROM ONLY £247	FROM ONLY £854	FROM ONLY £425	FROM ONLY £255

• All rentals are subject to VAT • Quotes based on 3x35/10,000 mpa/non maint. contract hire, business users and self employed only. Subject to acceptance.

FOR INFORMATION & QUOTES

TEL: (01924) 299991

(3 LINES) OR FAX US ON
(01924) 299901

SPECIALISTS IN CONTRACT HIRE • LEASE PURCHASE • HIRE PURCHASE & PCP's

— OPEN —
MON-FRI
9am - 9pm
SAT & SUN
9am-6pm

**NO
CASH
NEEDED**

**NO
CASH
NEEDED**

**ANY OUTSTANDING FINANCE OR
LOAN SETTLED • NO CASH NEEDED**

DID YOU TAKE OUT OPTIONS OR CHOICES PACKAGE ON YOUR LAST PURCHASE? IF SO, NOW IS THE TIME FOR YOU TO SAVE THOUSANDS OF POUNDS BY UPGRADING YOUR PRESENT VEHICLE. WE WILL SETTLE ALL YOUR OUTSTANDING FINANCE AND REDUCE YOUR PAYMENTS.

£99

If your car exceeds the value of £99, you may have the remainder back in cash.

£100

MINIMUM PART EXCHANGE

1) Driving Licence. 2) Recent Wage Slip. 3) Utility Bill ie: gas, telephone (if applicable).

HERE IS ONLY A SELECTION OF STOCK ON OFFER, WE CAN TAILOR MAKE ALTERNATIVE DEALS TO SUIT YOUR POCKET

£5205/£21.40 PER

£4805/£10.42 PE

£5005 / £22.79 PER

£7305/£20 22 P

WCM £5495/£21 70 P

WOM **£7105/£28 54** PER

ETRO 1.1 SI
95/£21.79 PER WEEK

ALIER 1.7 TD LS
95/£34.09 PER WEEK

[illegible]

	\$12.95	\$35.51
from	\$10.95	\$34.86
to 3 dr, red, low		\$36.31
	\$16.95	\$37.46
MI, from	\$8.95	\$37.36
MI, from	\$8.95	\$38.66
MI, from	\$8.95	\$39.66
to 3 dr, from	\$11.95	\$39.66
to 3 dr, from	\$8.95	\$39.66
to 3 dr, from	\$8.95	\$40.66
to 3 dr, from	\$10.95	\$41.66
to 3 dr, from	\$10.95	\$42.66
to 3 dr, from	\$10.95	\$43.66
to 3 dr, from	\$10.95	\$44.66

G and H EXAMPLE:

7.5%

PRICE \$125.25 DEPOSIT 17.67%
BALANCE C2068.25
INTEREST CHARGES - \$36.11 OVER
FOR WEEKS: 6
TOTAL CREDIT PRICE C4068.11

Subject to Status** Pictures for illustration purposes only. Alternative Deals available* Deposits/APB can vary on price/age of vehicle. Written details on request. Licensed credit broker.

**We're nearer than you
think and easy to find.
Just minutes off the
New England**

TAKE EXIT 21 OF THE 4802. THEN TURN LEFT AT THE THIRD SET OF TRAFFIC LIGHTS TURN RIGHT AND WE'RE 150 YARDS ON. ALTERNATIVELY FOLLOW THE SIGN FOR R10 FROM JUNCTION 21.

New car prices

	Body/Doors	Max Speed	0-60	MPG Urban	Ins Grp	Depreciation	Price	Auto	Body/Doors	Max Speed	0-60	MPG Urban	Ins Grp	Depreciation	Price	Auto
2.0 SLX Est	E/5	118	10.5	24	10	✓	£15,745	£845	1.9 TD SLD	P/5	99	15.5	32	10	✓	£17,450
2.0 V6 S	E/4	126	11.3	26	12	✓	£16,995	£920	1.9 TD SPD	P/5	99	15.5	32	11	✓	£18,990
2.0 V6 SE	S/4	126	11.3	26	13	✓	£19,095	£920	1.9 TD SPD	P/5	99	15.5	32	12	✓	£23,250
3.0 V6 SE auto	S/4	131	9.6	22	14	✓	£23,115	Std	● PORSCHE (24/120/36 d.c. £382)							
3.0 V6 SEL auto	S/4	131	9.6	22	14	✓	£26,415	Std	911-167/65							
2.0 Turbo Touring	C/3	146	7.5	27	17	✓	£19,495	£920	Carrera Carrera	C/2	171	5.4	17	20	✓	£58,995
2.0 Turbo Touring	C/3	146	7.5	27	17	✓	£21,895	£920	Carrera Targa	C/2	171	5.4	17	20	✓	£64,250
1.6 LX	P/5	93	18	25	10	✓	£13,995		Turbo	C/2	180	4.5	13	20	✓	£93,950
2.0 SLX	P/5	106	13	22	12	✓	£16,240		Carrera Cabrio	T/2	171	5.4	17	20	✓	£64,950
2.3 LX	P/5	84	27	29	10	✓	£13,995		Carrera 4	T/2	171	5.3	17	20	✓	£62,495
2.3 LX	P/5	84	27	29	10	✓	£13,995		Carrera 4S	T/2	171	5.3	17	20	✓	£74,795
2.3 LX	P/5	84	27	29	10	✓	£13,995		Carrera 4 Cabrio	T/2	168	5.3	17	20	✓	£68,450
2.3 LX	P/5	84	27	29	10	✓	£13,995		● PROTON (36/72/36; 6-yr powertrain; 'on the road' prices)							
2.3 LX	P/5	84	27	29	10	✓	£13,995		MP1-169/65, Aeroback 162							
2.3 LX	P/5	84	27	29	10	✓	£13,995		Aeroback 1.3 GL	H/5	103	13.8	34	6	✓	£7,939
2.3 LX	P/5	84	27	29	10	✓	£13,995		Aeroback 1.3 GLS	H/5	103	13.8	34	6	✓	£8,299
2.3 LX	P/5	84	27	29	10	✓	£13,995		Aeroback 1.5 GLS	H/5	103	13.8	34	6	✓	£8,939
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.3 GL	S/4	103	13.8	34	6	✓	£7,599
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.3 GL	S/4	103	13.8	34	6	✓	£7,999
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.5 SL	S/4	103	13.0	33	8	✓	£8,899
2.3 LX	P/5	84	27	29	10	✓	£13,995		Persona Compact-157/67							
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.3 GL	H/3	103	13.6	29	8	✓	£7,999
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.5 GLS	H/3	106	12.1	28	9	✓	£9,299
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.6 SE	H/3	116	10.8	26	11	✓	£10,799
2.3 LX	P/5	84	27	29	10	✓	£13,995		Persona-172/67, hatch-168							
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.5 Premium	H/5	108	12.1	33	9	✓	£9,399
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.5 GLS	H/5	108	12.1	33	9	✓	£10,399
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.6 LX	H/5	116	10.8	30	11	✓	£10,899
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.6 SE	H/5	116	10.8	30	11	✓	£11,699
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.5 Premium	S/4	108	12.1	33	9	✓	£8,999
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.5 GLS	S/4	108	12.1	33	9	✓	£9,699
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.6 LX	S/4	116	10.8	30	11	✓	£10,499
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.6 SE	S/4	116	10.8	30	11	✓	£11,299
2.3 LX	P/5	84	27	29	10	✓	£13,995		● RENAULT (12/96/12 d.c. £498)							
2.3 LX	P/5	84	27	29	10	✓	£13,995		5-141/63							
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.4 Campus Prima	H/3	98	14.0	34	4	✓	£5,588
2.3 LX	P/5	84	27	29	10	✓	£13,995		Clio-146/64							
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.2 RL Prima	H/3	97	14.6	39	3	✓	£7,170
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.2 RN	H/3	97	14.6	39	3	✓	£9,005
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.4 RT	H/3	109	11.0	36	5	✓	£10,245
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.8 RS	H/3	122	9.0	27	11	✓	£11,895
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.8 16v	H/3	130	7.8	27	12	✓	£14,025
2.3 LX	P/5	84	27	29	10	✓	£13,995		2.0 Williams 3	H/3	134	7.5	25	17	✓	£15,025
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.2 RL Prima	H/3	100	14.5	43	4	✓	£7,920
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.2 RN	H/3	97	14.6	39	3	✓	£8,624
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.2 RN	H/5	97	14.6	39	4	✓	£9,455
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.4 RN	H/5	109	11.0	36	5	✓	£9,955
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.4 RT	H/5	109	11.0	36	5	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.8 Baccara	H/5	112	10.2	26	9	✓	£14,650
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RLD Prima	H/5	100	14.5	43	4	✓	£8,370
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RLD	H/5	100	14.5	43	4	✓	£9,955
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
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2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14.5	43	4	✓	£10,695
2.3 LX	P/5	84	27	29	10	✓	£13,995		1.9 RTD	H/5	100	14				

Focus on

BMW 316 SE saloon

WITH its familiar headlamps bolstered by extra driving lights, the nose of this baby BMW looks racy,

an impression highlighted by the smart alloy wheels which are part of the SE specification.

The layout of the controls is hard to fault, while fully-adjustable front seats hold their occupants comfortably and firmly. Space is acceptable, though the rear compartment is cramped with



Quality and comfort from BMW

three passengers. This model's 1.6-litre engine delivers its modest power smoothly and responds well to the throttle, giving good acceleration and top speed.

Despite rather firm suspension, the rear-wheel-drive 316 remains beautifully balanced through bends.

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New car prices

	Body/Doors	Max Speed	0-60	MPG Urban	Ins Grp	Depreciation	Price	Auto		Body/Doors	Max Speed	0-60	MPG Urban	Ins Grp	Depreciation	Price	Auto		Body/Doors	Max Speed	0-60	MPG Urban	Ins Grp	Depreciation	Price	Auto
CSE 3.0 V6	H/5	143	7.6	22	17	□	£28,002	Std	1.6 CDX	H/5	116	10.3	32	12	□	£14,279	£650	Vectra - 176"/67"	H/5	109	15.5	31	6	□	£12,500	
Aero 2.3 Turbo	H/5	149	6.7	23	17	□	£30,152	Free	2.0 GSD	H/5	103	13.9	42	10	□	£12,429		1.6 16V LS	H/5	117	12.5	32	7	□	£13,435	£885
9000 CD - 188"/70"	S/4	124	11.0	23	14	□	£18,402		1.6 CD	S/4	116	10.3	33	11	□	£13,249		1.6 16V GLS	H/5	117	12.5	32	8	□	£15,155	£885
CD 2.0	S/4	131	9.5	24	14	□	£20,152		2.0 GSD Est	S/5	103	13.9	42	10	□	£13,079		1.8 16V LS	H/5	126	11.0	31	9	□	£13,750	£885
CD 2.0 EcoPower	S/4	137	8.0	24	15	□	£20,802	£1,095	Carina E - 179"/67"	H/5	110	12.9	35	9	□	£11,849		1.8 16V GLS	H/5	126	11.0	31	10	□	£15,155	£885
CD 2.3 Turbo Eco	S/4	146	7.2	24	16	□	£23,402	£1,095	1.6 GS	H/5	110	12.9	35	9	□	£13,159		2.0 16V GLS	H/5	132	11.0	27	12	□	£15,900	£885
CD 3.0 V6	S/4	131	9.5	24	16	□	£26,702	Std	1.8 GS	H/5	115	11.9	34	10	□	£14,275	£850	2.0 16V SRI	H/5	132	11.0	27	12	□	£18,850	£885
CD 2.0 EcoPower	S/4	137	8.0	24	15	□	£24,302	£1,095	1.8 GLI	H/5	115	11.9	34	10	□	£14,409		2.5 24V V6 GLS	H/5	144	8.5	26	15	□	£17,100	£885
CD 2.3 Turbo Eco	S/4	146	7.2	24	16	□	£26,002	£1,095	1.8 CDX	H/5	115	11.9	34	11	□	£16,425		2.5 24V V6 CDX	H/5	144	8.5	26	15	□	£20,995	£885
CD 3.0 V6 Turbo	S/4	143	7.6	22	17	□	£30,152	Std	2.0 GLI	H/5	122	9.9	29	13	□	£15,319	£850	1.7 TD Envoy	H/5	109	15.5	42	7	□	£13,505	
● SEAT (36/72/36 d.c. £425)									2.0 GSD TD	H/5	108	13.0	39	11	□	£17,325	£850	1.7 TD LS	H/5	109	15.5	42	7	□	£14,495	
Ibiza - 150"/65"									2.0 16V	H/5	122	9.9	29	13	□	£17,325		1.7 TD GLS	H/5	109	15.5	42	7	□	£15,900	
1.4 CLS	H/3	86	22.3	35	2	□	£6,885		2.0 16V CD	S/4	115	11.9	34	10	□	£14,149		1.7 TD CDX	S/4	109	15.5	42	8	□	£18,500	
1.4 CLS	H/3	98	13.9	31	4	□	£7,595		1.8 GLS	S/4	115	11.9	34	10	□	£14,259		1.6 Envoy	S/4	109	15.5	42	7	□	£18,500	
1.4 Salsa	H/3	98	13.9	31	4	□	£8,495		1.8 CDX	S/4	115	11.9	34	10	□	£16,275		1.6 16V LS	S/4	117	12.5	32	8	□	£13,435	£885
1.8 GTI 16V	H/3	130	9.0	27	12	□	£13,985		2.0 GLI auto	S/4	121	11.4	29	13	□	£16,029	Std	1.8 16V LS	S/4	126	11.0	31	9	□	£15,155	£885
2.0 GTI	H/3	121	10.3	29	10	□	£12,450		1.8 GS Est	S/5	109	11.9	33	10	□	£13,975		1.8 16V GLS	S/4	126	11.0	31	10	□	£15,155	£885
1.9D CLS	H/3	103	16.0	42	6	□	£9,150		2.0 GLI TD	S/5	121	11.9	29	13	□	£15,989	£850	2.0 16V GLS	S/4	132	11.0	27	12	□	£15,900	£885
1.4 CLS	H/5	98	13.9	31	4	□	£7,595		2.0 GSD TD Est	S/5	106	13.0	39	-	□	£14,575		2.0 16V SRI	S/4	135	10.0	28	12	□	£17,050	
1.4 Salsa	H/5	108	13.9	31	4	□	£8,495		2.0 16V	S/4	122	9.5	27	14	□	£19,185		2.5 24V V6 GLS	S/4	144	8.5	26	15	□	£17,100	£885
1.6 GLX	H/5	103	16.0	42	6	□	£10,575		3.0 V6 GLX	S/4	134	8.8	20	15	□	£23,255	Std	2.5 24V V6 CDX	S/4	144	8.5	26	15	□	£20,995	£885
1.9D CLS	H/5	103	16.0	42	6	□	£9,150		2.2 16V est	S/5	121	9.0	26	14	□	£20,370		1.7 TD Envoy	S/4	109	15.5	42	7	□	£13,505	
1.9D Salsa	H/5	103	16.0	42	6	□	£9,495		3.0 V6 GLS	S/5	130	9.2	22	15	□	£24,529	Std	1.7 TD LS	S/4	109	15.5	42	7	□	£14,495	
Cordoba - 162"/65"									3.0 V6 GLS est	S/5	130	9.2	22	15	□	£25,812	Std	1.7 TD GLS	S/4	109	15.5	42	8	□	£15,900	
1.4 CLS	S/4	98	13.9	31	6	□	£9,185		Paseo - 164"/65"	C/3	114	10.9	36	-	□	£12,485		1.7 TD CDX	S/4	109	15.5	42	9	□	£18,950	
1.6 CLS	S/4	106	12.5	31	7	□	£10,175		1.8 S	C/3	114	10.9	36	-	□	£13,940		Omega - 189"/71", estate 190"	S/4	121	12.0	24	12	□	£17,800	£950
1.6 GLX	S/4	106	12.5	31	7	□	£11,465		MR2 - 165"/67"	C/3	114	10.9	36	-	□	£13,940		2.0 16V GLS	S/4	130	10.0	26	13	□	£19,150	£950
2.0 GT	S/4	103	16.5	42	7	□	£9,895		2.0 GT	C/2	137	7.7	27	16	□	£20,592		2.0 16V CD	S/4	130	10.0	26	13	□	£21,300	£950
1.9D CLS	S/4	103	16.5	42	7	□	£9,895		2.0 GT T-bar	C/2	137	7.7	27	16	□	£22,167		2.5 TD Select	S/4	124	11.0	31	13	□	£20,500	£950
1.9D GLX	S/4	103	16.5	42	7	□	£10,330		Celeca - 174"/69"	C/3	124	10.0	32	12	□	£17,349		2.5 TD GLS	S/4	124	11.0	31	13	□	£21,200	£950
1.9D GLX	S/4	103	16.5	42	7	□	£10,330		1.8 ST	C/3	139	9.9	28	15	□	£22,055		2.5 TD CDX	S/4	124	11.0	31	13	□	£23,350	£950
1.9D GLX	S/4	103	16.5	42	7	□	£10,330		2.0 Cabrio	T/2	139	9.9	28	15	□	£22,055		2.5 TD Envoy	S/4	124	11.0	31	13	□	£26,400	Std
1.9D GLX	S/4	103	16.5	42	7	□	£10,330		2.0 GT-Four	T/3	153	5.9	28	16	□	£31,289		2.5 V6 Select	S/4	139	8.5	24	14	□	£19,450	£950
1.9D GLX	S/4	103	16.5	42	7	□	£10,330		Supra - 178"/71"	C/3	155	4.9	19	19	□	£42,409		2.5 V6 GLS	S/4	139	8.5	24	14	□	£20,350	£950
1.9D GLX	S/4	103	16.5	42	7	□	£10,330		3.0 Turbo	C/3	155	4.9	19	19	□	£42,409		2.5 V6 CD	S/4	139	8.5	24	14	□	£22,500	£950
1.9D GLX	S/4	103	16.5	42	7	□	£10,330		Previa - 187"/82"	P/5	111	11.3	22	13	□	£18,359	£1,140	2.5 V6 CDX	S/4	139	8.5	24	14	□	£22,500	£950
1.9D GLX	S/4	103	16.5	42	7	□	£10,330		2.4 GS	P/5	111	11.3	22	13	□	£18,359	£1,140	3.0 V6 Elite	S/4	149	8.3	22	16	□	£29,400	Std
1.9D GLX	S/4	103	16.5	42	7	□	£10,330		2.4 GL	P/5	108	13.2	20	13	□	£22,205	Std	2.0 Select	S/4	116	12.5	24	12	□	£18,300	£950
1.9D GLX	S/4	103	16.5	42	7	□	£10,330		2.4 GLX	P/5	108	13.2	20	13	□	£26,313	Std	2.0 16V GLS Est	S/5	126	10.5	26	13	□	£19,500	£950
1.9D GLX	S/4	103	16.5	42	7	□	£10,330		RAVA - 146"/67", 5dr 162"	F/3	108	10.7	27	9	□	£13,326		2.5 TD Select	S/5	121	12.0	31	12	□	£21,250	£950
1.9D GLX	S/4	103	16.5	42	7	□	£10,330		2.0	F/3	108	10.7	27	9	□	£13,326		2.5 TD GLS Est	S/5	121	12.0	31	13	□	£21,950	£950
1.9D GLX	S/4	103	16.5	42	7	□	£10,330		2.0 GX	F/3	108	10.7	27	9	□	£14,670	£1,299	2.5 TD CD	S/5	121	12.0	31	13	□	£24,100	£950
1.9D GLX	S/4	103	16.5	42	7	□	£10,330		2.0 GX	F/5	93	11.6	27	9	□	£16,245	£1,232	2.5 TD CDX Est	S/5	121	12.0	31	14	□	£27,150	Std
1.9D GLX	S/4	103	16.5	42	7	□	£10,330		4 Runner - 177"/70"	F/5	93	11.6	27	9	□	£16,245	£1,232	2.5 TD Elite Est	S/5	121	12.0	31	14	□	£29,400	Std
1.9D GLX	S/4	103	16.5	42	7	□	£10,330		3.0 TD GS	F/5	93	11.6	27	9	□	£16,245	£1,232	2.5 V6 Select Est	S/5	134	9.0	24	14	□	£20,200	£950
1.9D GLX	S/4	103	16.5	42	7	□	£10,330		3.0 V6 GLX	F/5	93	11.6	27	9	□	£16,245	£1,232	2.5 V6 GLS	S/5	134	9.0	24	14	□	£20,200	£950
1.9D GLX	S/4	103	16.5	42	7	□	£10,330		Landcruiser - 162"/70, 5dr 190"/76"	F/3	93	16.4	25	13	□	£20,394		2.5 V6 CD	S/5	134	9.0	24	14	□	£23,250	£950
1.9D GLX	S/4	103	16.5	42	7	□	£10,330		11.3	F/3	93	16.4	24	12	□	£20,394		2.5 V6 CDX Est	S/5	134	9.0	24	14	□	£23,250	£950
1.9D GLX	S/4	103	16.5	42	7	□	£10,330		GS 4.2 TD	F/5	106	12.5	26	13	□	£30,166		3.0 V6 Elite Est	S/5	144	8.8	21	16	□	£29,400	Std
1.9D GLX	S/4	103	16.5	42	7	□	£10,330		VX 4.4	F/5	106	12.5	26	13	□	£39,869		Tigra - 154"/71"	C/3	118	10.5	33	10	□	£11,600	£885
1.9D GLX	S/4	103	16.5	42	7	□	£10,330		● TVR (12/72/12 d.c. dealer priced)								Calibra - 177"/75"	C/3	126	9.5	31	12	□	£13,650	£885	
1.9D GLX	S/4	103	16.5	42	7	□	£10,330		Chimaera - 153"/76"	T/2	152	4.8	15	20	□	£29,450		2.0	C/3	127	10.0	25	12	□	£17,850	£885
1.9D GLX	S/4	103	16.5	42	7	□	£10,330		4.0	T/2	152	4.8	15	20	□	£29,450		2.0 16V	C/3	133	8.0	27	14	□	£18,515	£885
1.9D GLX	S/4	103	16.5	42	7	□	£10,330		4.0 HC	T/2	158	4.6	11	20	□	£30,450		2.5 V6	C/3	147	7.3	25	17	□	£20,350	£885
1.9D GLX	S/4	103	16.5	42	7	□	£10,330		5.0	T/2	162	4.4	11	20	□	£34,595		Frontiera - 176"/68", Sport 167"/70"	F/3	98	14.5	22	10	□	£14,695	
1.9D GLX	S/4	103</																								

Focus on Rover 111 Si

FOR an ideal city car, few can beat the Rover 100. Although its cabin is rather cramped compared

with other superminis, it's still roomy enough to hold four adults. Its interior fittings are solid and the chunky steering wheel reinforces the quality feel. Standard equipment includes a stereo, sunroof, digital clock and rear wash-wipe.



Rover Si is a slick city performer

The acclaimed K-series 16-valve 1.1-litre engine is a delight, one of the quickest in its class.

Sporty suspension gives taut handling and a comfortable ride, making driving a real pleasure.

● *Win a limited edition Rover 100 Kensington – page 65.*

For over twenty years we have been developing racing engines which power some of the world's most famous race and rally cars. Our modern factory, bursting with hi-tech equipment is where all the engine conversions mentioned in this ad are developed, tested and proved. Remember, we unconditionally guarantee all our work and parts. You may have a journey to make to reach us, but we promise you an exciting drive home!

BBR will convert your Turbo to give at least 30% more power and torque.

Bring your car to BBR-GTi, the Masters of Going Faster, and we promise you an exciting drive home!

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COSWORTH SIERRA/SAPPHIRE & ESCORT 4x4

Phase 1	270 bhp	Fitted £249
Phase 2	300 bhp	Fitted £1,250
Phase 3	330 bhp	Fitted £1,799
Phase 4	385 bhp	Fitted £3,795
Phase 5	500 bhp plus	P.O.A.

OTHER PHASE 1 TURBO RE-BOOST CONVERSIONS

BBR Re-Boost conversions give your turbo engine the power and torque you always expected. Just a few hours at BBR will put a permanent smile on your face! Servicing is not affected. **FITTED WHILE YOU WAIT!**

Model	BHP	FITTED
Audi - all turbo models incl. S4	285	£399
Bentley Turbo R	420/485	from £1,999
Daihatsu Charade Turbo	135	£299
Ferrari F40 Turbo	565	£2,552
Fiat Punto GT / Crona Turbo	170 / 220	£399

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Cosworth Stainless Steel Exhaust Systems
Single 3" (£395) or twin 2 1/2" system, total 5"£695

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Including Springs, Dampers & geometryfrom £395

Cosworth "New Lease-of-Life" Rebuild
Full 300 bhp engine, exhaust system, suspension and brakes rebuildfrom £3,999

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COSWORTH WARNING!
Beware big injector Cosworth conversions! Call BBR for advice.

FORD RS 1600 TURBO

Phase 1	170 bhp	Fitted £299
Phase 2	197 bhp	Fitted £399
Phase 3	218 bhp	Fitted £1,399

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For an extra 12 bhpfrom £295

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Magical handling and no more torque steerfrom £395

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Rebuild race & road turbos balanced to just 1 micron • Tolerances even closer than the manufacturer's • Long-life seals/bearing sets • Renown throughout the harsh world of motor racing. • Approved by Garrett turbos

Model	BHP	FITTED
Renault V6 Alpine / Le Mans	265/285	£399
Rover 800/620 Turbo	240	£449
Rover Discovery/Defender diesel	+20% torque	£1,195
Saab Turbo	235	£449
Subaru 1.8 & 2 litre Turbo	215/235	£449
Subaru Legacy Turbo	230	£449
Toyota Supra Turbo	315	£399
Toyota Celica GT4 Turbo	240	£399
Vauxhall Calibra/Cavalier 4x4 Turbo	240/275	£1,250/£1,595
Volkswagen Golf/Corrado 560	200	£399
Volvo 1.7 Turbo 440/460/480	180	£399
Volvo 2.3 T50V440 & T55 Turbo	245/285	£399

N/T = Non-turbo

BBR TURBO CONVERSIONS

ALL BBR Conversions comply with D.O.T. CO & HC emission standards.

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215 BHPFitted £1,995

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1.8 ltr 175 BHPFitted £1,895

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225 BHPFitted £4,000

SUZUKI 1.6 8 and 16-valve

125 BHPFitted £1,995

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DIESEL BOOST

Enjoy exciting performance from your diesel. We can power tune most diesel engines to produce as much as 15% increase in power and torque — while you wait!£295

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Our amazing patented De-Tec, used with our turbo power tuning, gives turbos a staggering 20-25% increase in torque and power. Fuel consumption, knock, smoke, emissions all improved. Cleans engine while you drive! Fitted £495 including Diesel Boost. (Non-turbos £395)

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GTi, Corrado, Passat VR6 Plus Pac giving 225 bhp£1,749
Golf, Corrado, Passat VR6 Super-6 Conversion 240 bhp£4,650

GOLF GTi Mk 2 — 8-Valve

Conversion	BHP	FITTED
Plus Pac 8-v	140	£1,749
1.9 litre 8-v	153	£2,675
2 litre 8-v	165	£3,789

GOLF GTi Mk 2 — 16-Valve

Conversion	BHP	FITTED
Plus Pac 16-v	163	£1,049
1.9 litre 16-v	171	£2,799
2 litre 16-v	183	£3,466
2.1 litre 16-v	195	£4,054

GOLF GTi Mk 3 — 8-Valve

Conversion	BHP	FITTED
2 litre 8-v StarChip	128	£199.75
2 litre 8-v Plus Pac	146	£1,749
2 litre 8-v	155	£2,675

VR6: Golf GTi 3, Corrado, Passat

Conversion	BHP	FITTED
StarChip Golf VR6	193	£199.75
StarChip Corrado VR6	212	£199.75
StarChip Passat VR6	193	£199.75

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BMW 1.6 litre 8-v 111 to 138 from £200
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BMW 3.0 litre 12-v 204 to 245 from £200
BMW 3.5 litre 12-v 236 to 278 from £200

BMW 3-Series 2.0/2.5 ltr 240-285 turbo £3,995
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BBR SUSPENSION CONVERSIONS
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High grade TAR • OX and Brembo discs increase grip on brake pads and reduce brake fade. For modified and fast road cars. From £86.
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We'll explain which plug is best for your car.
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The **only** engine treatment, discovered & tested by BBR • Quietens engine noise • reduces frictional losses • increases power, engine life & flexibility. Just £25.

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199.75 (including VAT. Fitting extra)

BBR Boost Control Switch — fitted£95
BBR Anti-theft Security Switch — fitted£95

Over 5,000 Turbo Boost Conversions sold in 4 years!

New car prices

	Body/Doors	Max Speed	0-60	MPG Urban	Ins Grp	Depreciation	Price	Auto		Body/Doors	Max Speed	0-60	MPG Urban	Ins Grp	Depreciation	Price	Auto		Body/Doors	Max Speed	0-60	MPG Urban	Ins Grp	Depreciation	Price	Auto
1.9 L D Est	E/5	97	17.6	44	7	✓	£11,635		Sharan - 182"/72"	P/5	100	19.3	36	11	✓	£16,649		2.3 T5	S/4	149	7.4	21	16	□	£21,800	£1,000
1.9 CL TD Est	E/5	101	15.9	38	8	✓	£12,695		1.9 CL TDI	P/5	100	19.3	36	11	✓	£19,249		2.0 10v Est	E/5	121	11.7	24	11	□	£18,700	£1,000
1.9 CL TDI Est	E/5	110	12.8	52	8	✓	£13,515		1.9 GL TDI	P/5	100	19.3	36	12	✓	£20,899		2.0 20v Est	E/5	124	11.2	22	11	□	£19,500	£1,000
1.9 GL TDI Est	E/5	110	12.8	52	8	✓	£14,960		1.9 Carat TDI	P/5	100	19.3	36	12	✓	£15,898	£1,000	2.5 10v Est	E/5	127	10.5	23	13	□	£19,300	£1,000
2.0 GL Est	E/5	121	11.3	27	10	✓	£14,960	£820	2.0 CL	P/5	111	15.4	24	11	✓	£18,499	£1,000	2.5 20v Est	E/5	131	9.5	22	13	□	£20,600	£1,000
1.8 Cabrio 75bhp	T/2	107	13.1	29	13	✓	£13,899	£820	2.0 GL	P/5	111	15.4	24	11	✓	£20,149	£1,000	2.5 TDI Est	E/5	125	10.1	39	12	□	£22,000	
1.8 Cabrio 90bhp	T/2	113	12.1	29	13	✓	£15,999	£820	2.0 Carat	P/5	124	11.3	20	14	✓	£21,299	£1,000	2.3 T5 Est	E/5	149	7.5	21	16	□	£22,800	£1,000
2.0 Argarde Cabrio	T/2	124	10.1	26	15	✓	£17,999	£820	2.8 VR6 GL	P/5	124	11.3	20	14	✓	£22,199	£1,000	S + £1,400; SE + £1,700; GLT + £3,200; CD + £480								
Vento - 172"/67"	S/4	104	14.6	30	7	✓	£10,885		Corrado - 159"/76"	C/3	124	10.6	27	16	□	£16,999	£900	2.3 R	S/4	155	6.7	22	17	□	£32,000	
1.8 L	S/4	112	12.5	29	9	✓	£11,945	£820	2.0 8v	C/3	130	9.3	23	17	□	£18,499	£900	2.3 R Est	E/5	155	6.8	22	17	□	£32,000	
1.8 CL	S/4	112	12.5	29	9	✓	£13,240		2.0 16v	C/3	146	6.9	22	18	□	£21,199	£900	940 - 191"/79"								
1.9 L D	S/4	97	18.1	42	8	✓	£10,885		2.9 VR6	C/3	146	6.9	22	18	□	£22,499	£900	2.3 LPT	S/4	118	10.3	23	14	✓	£16,500	£1,000
1.9 CL TD	S/4	103	15.7	39	9	✓	£11,945		2.9 VR6 Storm	C/3	146	6.9	22	18	□	£22,499	£900	2.4 TD	S/4	115	11.6	30	14	✓	£18,100	£1,000
1.9 CL TDI	S/4	103	15.7	39	9	✓	£12,845		● VOLVO (36/36/96 d.c. £400)								2.3 LPT Est	E/5	118	10.3	23	14	✓	£16,700	£1,000	
1.9 GL TD	S/4	103	15.7	39	9	✓	£13,240		440 - 170"/67"								2.3 Turbo Est	E/5	127	9.3	22	16	✓	£17,600	£1,000	
1.9 GL TDI	S/4	103	15.7	39	9	✓	£14,060		1.6	H/5	109	12.8	29	6	□	£11,570	£850	2.4 TD Est	E/5	115	11.6	30	14	✓	£18,300	£1,000
2.0 GL	S/4	123	10.4	26	11	✓	£14,060	£820	1.8	H/5	112	11.8	26	7	□	£11,870	£850	S Est + £800; SE Est + £2,500; GLE Est + £3,800								
2.8 VR6	S/4	140	7.8	22	16	✓	£18,840	£820	1.9 TD	H/5	114	11.8	38	8	✓	£12,370		960 - 192"/79", estate 191"								
Passat - 181"/68"	S/4	110	14.4	27	8	✓	£11,995		2.0	H/5	116	10.8	27	9	□	£12,370	£850	2.5	S/4	130	9.7	20	15	□	£20,500	£1,000
1.8 L	S/4	110	14.4	27	11	✓	£13,745		S, Si + £1,280; SE + £1,630; GLT + £3,400; CD + £3,910								3.0	S/4	130	9.1	18	16	□	£22,600	Std	
1.9 L TD	S/4	102	18.0	36	9	✓	£11,995		460 - 170"/73"								2.5 Est	E/5	130	9.9	20	15	□	£21,500	£1,000	
1.9 CL TDI	S/4	110	14.1	46	11	✓	£14,495		1.8	S/4	112	11.8	26	7	□	£11,570	£850	3.0 Est	E/5	130	9.3	18	16	□	£23,600	Std
1.9 GL TDI	S/4	110	14.1	46	11	✓	£15,945		1.9 TD	S/4	114	11.8	38	8	□	£12,370		SE + £1,400; GLE + 2,800; CD + £4,400								
2.0 CL	S/4	121	11.8	26	12	✓	£14,495	£820	2.0	S/4	116	10.8	27	9	□	£12,370	£850	● WESTFIELD (12/12/12)								
2.0 GL	S/4	121	11.8	26	13	✓	£15,595	£820	S, Si + £1,280; SE + £1,630; GLT + £3,400; CD + £3,910								146"/64"									
1.8 L Est	E/5	107	14.7	27	8	✓	£12,995		850 - 183"/69"								1.8 ZEi	T/2	119	6.3			□	£13,999		
1.8 CL Est	E/5	107	14.7	27	11	✓	£14,745		2.0 10v	S/4	121	11.7	24	11	□	£17,700	£1,000	2.0 ZEi 220	T/2	130	5.0			□	£19,950	
1.9 L TD Est	E/5	99	18.3	35.8	9	✓	£12,995		2.0 20v	S/4	125	10.8	22	11	□	£18,500	£1,000									
1.9 CL TDI Est	E/5	107	14.4	46	11	✓	£14,495		2.5 10v	S/4	127	10.3	23	13	□	£18,300	£1,000									
1.9 GL TDI Est	E/5	107	14.4	46	11	✓	£15,945		2.5 20v	S/4	131	9.3	22	13	□	£19,600	£1,000									
2.0 CL Est	E/5	118	12.0	26	12	✓	£15,495	£820	2.5 TDI	S/4	125	9.9	39	12	□	£21,000										
2.0 GL Est	E/5	118	12.0	26	13	✓	£16,945	£820																		

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Pick of the week

Honda Accord

THE obviously Japanese-looking Honda Accord may not be the sort of car that stands out from a distance, but that doesn't devalue it as a driving experience.

Promising sports appeal rather than family practicality, the Accord nonetheless has a 60/40 split back seat to extend luggage space, adequate headroom all round and great legroom. Three passengers can travel in the back seat, but it will be a bit of a squeeze.

Both the 113/129bhp 2.0-litre and brisk 159bhp 2.3-litre saloons deliver



The solid Accord range provides sporty appeal with great practicality

keen performance allied to excellent mechanical refinement, neat handling and a smooth ride.

Particularly good value is the £16,750 2.0-litre LS, which has electric

windows, central locking, electrically-adjustable front seat, anti-lock brakes, cruise control, electric sunroof, stereo and a driver's airbag.

Air-conditioning, leather upholstery

and a passenger airbag are standard in the ES, though you have to pay more than £3,000 extra for the privilege.

The Accord range comprises four four-door saloons plus American-built Aerodecks and Coupés, and prices range from £14,405 for the 2.0i saloon to £20,995 for the 2.3iSR saloon.

If you're keen on driving something that boasts individuality, a superb build quality, and very respectable levels of passive safety and security, take a close look at the versatile Accord range.

Even though most models are more expensive than offerings from the big European manufacturers, quality motoring is assured.

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S.S.S. REGISTRATIONS

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ADA 8	EST 514	DKU 351	GH 3	HWS 12	KAD 855	MTL 300	PRG 612	TBA 400
AFC 1V	86 BWE	DRJ 1T	GJS 186	H11 TEL	KAG 957	H11 MUM	RG 5198	TBL 64
893 AGD	BWG 999	DSK 646	J6 LEN	HTS 118	508 KAL	MYR 745	RGH 5R	TBP 856
J4 BEL	N80 YNE	DSU 924	89 GLM	H11 BBY	KHS 136	7488 NA	RSR 7	TBU 875
AHN 409	N80 YLE	DSW 874	GM 7085	H11 YOU	KJR 707	N4 NCY	RSP 352	TC 4369
AJV 756	CAV 754	690 DTM	GIE 2N	J4 CKS	KRG 924	N1 CKY	H11 ROD	TGE 10
J4 MOS	CBR 96	24 DWD	GRG 11	J11 UME	KVY 234	NSM 665	11 RS	11 TR
J4 RGO	CEY 8	ECS 443	GSA 18	H11 GOS	LAO 401	N16 OLS	9 S	TOS 6X
91 AS	11 CFR	4424 ED	GSH 238	IL 232	LCT 319	N4 NXX	SAG 621	TPA 349
ASE 781	CHC 267	1 EGE	GSN 385	JAG 8	20 LES	N4 RXY	SB 96	TRG 895
ASH 4W	CHH 988	374 EGK	GSW 404	JBG 557	L4 NGS	N10 OKY	SCF 929	TRS 845
ASK 213	237 CLK	EGM 836	GWJ 395	J3 FFX	L3 VEN	NS 1308	SE 4649	TRT 970
J4 ULD	CSS 956	EHH 228	GWX 450	H11 JEN	LRS 880	OGS 449	4714 SF	TSA 636
AV 6477	CSY 807	EL 353	H 540	JGD 257	LRT 820	OHH 10	SHS 524	TSM 200
J8 ALD	CTS 60	753 EPB	H3 ANY	JGE 700	L10 UOR	SK 9705	SK 9705	TSW 700
AUS 983	530 CVB	ESA 360	H3 CHT	612 JCG	MB CAR	OS 8566	SL 9732	WGS 551
H11 BEE	55 CWD	ESH 102	H4 DOW	JK 9032	M4 CXX	PBC 69	SMT 11	USA 7
J8 EGG	DA 71	41 ETM	H3 EPS	J4 NXX	M4 NDY	52 PBP	20 SO	USG 1
J8 ETT	DAB 1	FDA 422	H4 LUM	JS 9909	M4 RYX	PDM 990	3400 SR	VSM 440
J8 EWS	H11 DAD	FGS 387	H4 LTS	JST 601	M4 YXX	PEG 3X	SST 558	WCD 962
327 BGA	DAH 867	F1 5025	H4 LYS	J11 NEX	H11 MAV	59 PHW	ST 7478	WHH 2
638 BGE	HI DAS	70 FS	H4 NTS	J11 NOR	MBS 200W	PJB 468	SV 6751	B16 WUL
6366 BH	DEB 13C	477 FUR	H4 TES	H11 JUL	MCR 19	PNL 568	SVH 117	WWS 551
BMS 10Y	H11 DEC	J6 ALL	H3 RNE	J4 VAD	4415 MF	PRM 972	SWG 8Y	WS 99
B14 NE5	6294 DF	J6 ATT	HN 592	JDU 30	6 MGB	PSF 942	351 SYB	XBF 1
B4 NFF	DGM 247	GB 4	13 HJH	JVS 528	MMR 261	H11 RON	B16 TAM	YRK 25
B11 SBY	DHB 328	GES 2W	H11 NDU	J3 WRY	MRS 822	RNF 360	H11 TAM	YS 9615

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Used car prices

Prices are estimates for cars up to six years old. Cars are assumed to be in good condition and have covered 10,000 to 12,000 miles a year. Dealers are likely to ask anything between £200 and 10 per cent more, trade values will be similarly less. Extras generally add little to the value. Prices may vary regionally and are only a guide.

MODEL	Ins Grp	1995M	1994L	1993K	1992J	1991H	1990G
Alfa Romeo 33							
1.5 IE/Ti	13/12			4150	3500	2950	2050
1.7ie/Cloverleaf	13		5800	4850	4100	3400	2400
1.7 16v/Veloce	13		6550	5450	4600	3850	2550
1.7 S/wagon 16v/Veloce	13		6550	5450	4600	3850	2750
Alfa Romeo 145							
1.6 L	10	9200					
1.7 16v	13	9800					
Alfa Romeo 75							
2.0i Twin Spark	15			4350	3600	3000	
3.0 V6	16			4900	4100	3400	
Alfa Romeo 155							
1.8 T/S	14	9150	7600	6250			
2.0 T/S	15	9950	8300	6850			
2.5 V6	16	12150	10100	8350			
Alfa Romeo 164							
2.0 T/S Super/Lusso	13	12450	10350	8500	7050	5900	
3.0 V6 Super/Lusso	16	15550	13000	10650	8850	7350	6150

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Audi 80							
1.8	12				5300	4450	
2.0 E	13/14	12650	10750	9300	8050	5750	4850
2.0 16v/Sport 16v	13/14	13450	11400	9800	8500	6500	5400
Turbo Diesel	12/13	12750	10900	9400		6400	5350
TDi	13	13500	11650	10000	8700		
Audi Coupe/Cabrio							
2.0 E	15	15650	13250	11100	9400	7950	6850
2.3 E/2.2 E	15			11550	9750	8300	7050
2.6 E	16	16500	13900	11750			
2.6 Cabriolet	17	21500	18200				
S2 2.2 Turbo	18	27300	23000	19350	16300	13800	
Audi A6/100							
2.0 E	13/14	15200	11900	9950	8300	5050	4150
2.3	14				8750	5350	4400
2.6 SE/2.8 E auto	15	17900	13650				
2.0 TD	13					6500	5350
2.5 TD	14	17900	14700	12250			
Bentley							
Brooklands/Eight	20	71400	62850	55950	43850	36900	31350
Turbo R	20	51800	82350	68800	57450	48050	40500
BMW 3-Series							
316i Compact	10	13200					
316i 4dr	10/12	14200	12250	10650	9300		5500
318i 4dr	11/12	15300	13250	11450	10000	8750	5800
318iS Compact	12	14800					
318iS Coupe	13	17600	10250	13250	11600		
318i Touring	14		13600	11500	9800	8350	7150
318i Convertible	14	21950		14050	12050	10300	
320i 4dr	13/14	17000	14650	12700	11050	9650	6200
325i SE 4dr	15	19700	17050	14700	12800	11200	7050
325i Touring	16			12750	10850	9350	
325i Convertible	16/17	28100	24200		14350	12300	10700
325i Coupe	15	21200	18550	16000	13950		
325i tds SE 4dr	14	18750	16300				
BMW 5-Series							
518i	13	14700	12350	10300	8650	7200	6050
520i SE	14	18550	15500	12900	10750	9000	7550
525i SE	15	21000	17550	14600	12200	10150	8500
525i SE Touring	15	21950	18350	15300	12700		
525i tds SE	15	18650	15650				
530i	16/17	24350	20400	17000			8300
535i SE auto	17			13550	11300	9550	
M5	20	37900	31650	26250	21150	17450	14550
BMW 7-Series automatic							
730i SE	17		17850	14550	11800	9600	
730i V8	17	32850	24350	19900			
735i SE	18			16100	13100	10650	
740i V8	18	38200	26950	22000			
750i V12	19	57800	31400	25650	20950	17000	13850
BMW 8-Series							
840 Ci	20	44100	37150				
850CS/i	20	56450	47650	36200	30550	25850	
Chrysler Jeep							
Wrangler 2.5 Sport	12	11400	10300	9350			
Wrangler 4.0 Sport	14	12950	11700	10600			
Cherokee 2.5 Sport	13	14500	13050	11850			
Cherokee 4.0 Limited	14	19050	17200	15600			
Citroen AX							
1.0 Debut/E 3dr	3	4400	3650	3050	2500	2100	1700
1.1 Echo Plus 3dr	5		4300	3550	2950	2400	2000
1.1 11TR/TRE 3dr	5				2500	2100	
1.4 14TZ/12Z 5dr	7			4450	3650	3000	2500
1.4 Forte/GT 3dr	9	6250	5150	4300	3550	2950	2450
1.4 Echo/TG/DR 3dr	6		4800	3950	3250	2700	2200
1.4 14TZD/DTR 5dr	6/7		5300	4350	3550	2900	2400
Citroen ZX							
1.4 Reflex 5dr	6	6450	5400	4500	3700		
1.4 Avantage 5dr	6	7450	6150	5100	4250		
1.8/1.6 Aura 5dr	9/11	8450	7000	5800	4750		
2.0 1.9 Volcan 5dr	13	9200	7600	6300	5050		
1.9D Avantage 5dr	7	8050	6650	5500	4550		
1.9D Avantage Est	7	8150	6800				
1.9TD Avantage 5dr	9	8450	7000	5800			
Citroen BX							
14TGE	5			2500	2050	1750	
16RS	7					2100	
16TJS/TRS	8			4000	3250	2350	
16TJS	8					3000	2450
19TJS/TRS	9				3650	3000	2500

MODEL	Ins Grp	1995M	1994L	1993K	1992J	1991H	1990G
19TJS/TRS Est	10				4000	3250	2700
GTi	14				4050	3300	2700
17 TGD/RD	7			4400	3650	3050	2550
17 TGD/DTR Turbo	8			5900	4850	3950	3250
19 TGD/RD	8				3950	3200	2650
Citroen Xantia							
1.6i LX	8	8800	7250	6000			
1.8i LX	9	9000	7450	6200			
1.8i SX	9	9800	8150	6700			
2.0i SX	10	10100	8350	6900			
2.0i VSX	11	11300	9350	7700			
1.9 D LX	8	9400	7750	6350			
1.9 TD LX	9	9900	8250	6800			
1.9 TD SX	9	10900	9050	7400			
Citroen XM							
2.0i	12			6300	5250	4350	3700
2.0 SX 16v/Si	12	11000		6550	5450	4550	3900
2.0 Turbo SX/Si	15	11600	8400	7000			
2.0 SX 16v/Si Est	12	10900		7600	6350		
2.0 Si Turbo Est	15		9550	7950			
Turbo SXD/SD	14	12100	10950	9100	7550	6250	5200
Daewoo Nexia							
1.5 GLi 5dr	4	7500					
1.5 GLXi 5dr	5	8450					
Daewoo Espero							
1.5 GLXi	6	8950					
1.8 CDI	7	9700					
2.0 CDI	7	10650					
Daihatsu Charade							
1.0 CX	7			3800	3150	2550	2050
1.0 GTi	11			4450	3650	3000	2450
1.0 Dsl Turbo	7			4500	3650	3000	2450
1.3 GSe/CXi/CX	8	5600	4600	4400	3650	2700	2200
1.3 GLXi	10	7000	5750				
Daihatsu Applause							
1.6 GX/Xi	10	8550	7000	5750	4750	3850	3100
Daihatsu Sportrak							
EX/ELi/EL	10	9500	8050	7600	6500	5500	4550
ELXi	10	10900	9200	7750	6550	5550	
Daihatsu Fourtrak							
2.0 GX/EL	8					6400	5450
2.8 DX	8						5800
2.8 TDX/EL Turbo	8	14750	12350	11100	9300	7800	6550
Daimler auto							
4.0	18/16	39650	25850	20950	17150	13900	11300
Double Six	20/18	41300	26650	21750	16350	13300	10800
Ferrari							
F355/348 Spider	20	89700	59350	50800	45650	41400	37950
Mondial	20			35800	31800	28450	25750
Fiat 126							
Bis	1				1450	1150	1000
Fiat Cinquecento							
0.9	2	4100	3600	3150			
1.1 Sporting	3	5650					
Fiat Panda							
1000 CL/VCL	1	3750	3100	2600	2150	1650	1400
1.0 S	1					1800	1500
4x4	1					2250	1850
Fiat Uno							
45 Start/Formula 3dr	2/3	4650	3900	3200	2600	2150	1800
1.0ie/45 Fire 3dr	3			3350	2750	2300	1950
45 S 3dr	3				3050	2500	2100
1.1ie/60 S 3dr	4		4400	3600	2950	2500	2100
60 DS 5dr	5			4400	3650	3050	2500
70 SXie 5dr	6				4000	3350	2800
Turbo ie	10/11		5400	4500	3700	3050	2550
Fiat Punto							
55 S 3dr	3	5650	5100				
55 SX 3dr	3	6100	5550				
75 SX 3dr	5	6650	6050				
90 ELX 5dr	7	7600	6900				
1.4 GT	14	9200	8400				
1.7 TD S 3dr	5	6300	5750				
Fiat Tempo							
1.4 Formula	8			3700	3000	2350	1950
1.4 S	9/10	6050	5000	4050	3300	2550	2050
1.6S/DGT	10/11	6400	5300	4350	3500	2900	2350
1.6 SVDGT SX	11	7000	5750	4650	3800	3000	2400
1.7 D	9	6550	5450		3500	2800	2300
1.9 TD SVT/Lds	10/12	7950	6550	5300	4350	3400	2800
2.0ie 16v	15	7950	6500	5350			
Fiat Tempra							
1.4	8				3100	2600	
1.6 S	10	6100	5050	4250	3550	2950	
2.0 SLX/1.8 SX	12/14	7900	6600	4900	3900	3250	
1.9 TD SVT/Lds	10	7700	6400	5100	4250	3500	
Fiat Tempra							
2.0 Cht	13				3250	2700	2200
2.0 ierie Super	14				3900	3200	2650
2.0 Turbo ie	15				4750	3850	3200
Ford Fiesta							
1.0 Popular 3dr	4					2500	2100
1.1 CFP/Pop Plus 3dr	5	5150	4350	3600	3100	2700	2300
1.1 LX 3dr	6	5850	4950	4100	3500	2950	2500
1.1 Ghia 3dr	6					3300	2850
1.3 LX 3dr	7	6100	5150	4300	3600		
1.4 LX 5dr	7				3800	3250	2750
1.4 Ghia 5dr	8	7300	6200	5150	4300	3600	3100
XR3i	14		7100	5950	5000		
Dsl Base/Pop Plus 3dr	6/7	5500	4650	4000	3400	2850	2450
Dsl L 3dr	6			4400	3700	2650	2250
Ford Escort							
1.3 Enc/Base/Pop 3dr	4	6950	5700	4750	3700	3050	2200
1.4 L 5dr	6	7400	6100	5050	4150	3400	2550
1.4 L Est 5dr	5	8050	6650	5500	4500	3650	2850
1.4 LX 5dr	6	8000	6600	5450	4450	3650	2700
1.4 Ghia 5dr	7			5900	4850	3950	3000
1.6 LX 5dr	7	8350	6900	5700	4550	3750	2750
1.6i Ghia 5dr	9/10	8850	7400	6050	4900	4000	2950
1.6 Convertible		9650	8050	6800	5550	4600	
XR3i	13/15			6450	5100		2500
1.8 16v Ghia 5dr	10	9350	7800	6350	5250		
1.8/XR3i Convertible	13/16	11300	9450	6750	5600		3950
RS 2000/RS Turbo	16/14	11200	9250	7600	6250		3650
RS Cosworth Lux	20	22050	18250	15000			
1.8 D/Pop D 3dr	6	6750	5600	4650	3850	3150	2250
1.6 D 1.5dr	6	7450	6200	5100	4200	3450	2550

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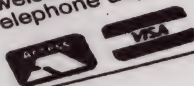
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90 N Corolla XL	£3995	95 N Carina 1.8 CDX, DEMO 4 dr	£13995
89 G Corolla GL Liftback	£3995	96 N Carina 2.0 GLi Estate, DEMO	£14995
92 J Peugeot 309 T16	£3995	96 N Carina 1.8 CDX	£14995
90 N Escort 1.3 LX	£3995	95 N Camry 3.0 V6, DEMO	£14995
90 G Corolla 1.3 GL	£3995	95 N Carina 2.0 CDX Auto, DEMO	£14995
94 M Renault 5 1.4 Prima	£4495		
92 J Honda Civic 1.4 GL	£4495		
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92 K Nova 1.4 SRi	£4995		
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94 M Sunny 1.4 LX	£6495		
93 K Rover 620 Si	£6695		
95 M Starlet Joma, DEMO	£6995		
95 M Astra 1.4 Merit, PAS	£6995		
95 N Starlet Joma	£7495		
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95 M Corolla Sportif, DEMO	£8495		
94 M VW Golf 1.9 Diesel	£8495		
96 N Mi Lux 4x2 Diesel	£8995 + vat		
95 M Cora 1.6 G6i	£8995		
96 N Corolla 1.3 G6, DEMO	£10695		
95 N Corolla Si, DEMO	£10995		

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V12	18	31150	25900	20350	16800	11950	9950	1.8/1.6 GTi 3dr	14/12	10400	8650	7150	5900	3900	3250	Peugeot 309								
V12 Convertible	19	37150	31100	24800	20700	14550	14300	Mitsubishi Lancer								1.3/1.4 Style 5dr	6/5				3300	2700	2200	
Kia Pride								1.6/1.5 GLX 5dr	13/9	9600	8000	6600	5200	4300	3500	1.3/1.4 GL 5dr	7/5			4500	3700	3050	2450	
1.3 LX 3dr	6	4500	3750	3200	2700	2300		GTi 16v 5dr	15		8550	7050	5800	4800	3950	1.6 GL 5dr	7					3250	2650	
Kia Mentor								Mitsubishi Galant								1.6 GR 5dr	7					3550	2900	
1.6 SLX	6	6750	5700					1.8 GLS	14/12	9700	8150	6700	4650	3850	3200	1.9 GTi 3dr	13				4700	3800	3050	
Lada Niva								2.0 GLSi	15/13	10850	9000	7450	5600	4650	3850	1.9 Style Dsl 5dr	8			5150	4300	3650		
1.3 Est	5				1800	1450	1200	2.0 GTi 16v	14				5350	4450	3700	1.9 GLD Dsl 5dr	8			5550	4650	3900	3350	
1.5 E	6	2500	2100	1700	1450			2.0 V6	15	12550	10500	8650				Peugeot 405								
1.5 Est	6	3050	2550	2200	1950	1550	1350	Mitsubishi Spacers								1.6 Style/GE	6	7000	5800	4750	3750	3100	2650	
1.6 SLX 4dr	6				1550	1300		Space Runner	13	11750	9800	8050	6700			1.6 GL	6		6300	5200	4250	3500	2850	
Lada Samara								Space Wagon	13	13250	11100	9200	7750	5950	4900	1.6 GL Estate	6		7700	6350	5150	4200	3450	
1.1 E 3dr	5	3400	2850	2400				Mitsubishi Sigma								1.8 GL	7		6500	5350				
1.3 S/E 3dr	6	3450	2850	2400				3.0 V6 24v auto	17	16800	14000	11600	9650	7950		1.8 GLX	7	8350	6900					
1.3 SXL 5dr	6	4050	3250	2600	2200	1800	1500	Mitsubishi 3000 GT/Starion								1.9 GL	8				4300	3550	2950	
1.3 GL/SL 5dr	5				2550	2050	1700	Turbo Coupe	20/18	31000	25750	21250				2.0/1.9 GRI	8		7150	5900	4750	3850	3200	
1.5 GSX/SL 5dr	7	4600	3750	3100	2600	2100	1800	Mitsubishi Shogun								2.0/1.9 SRI	9		7550	6200	4950	4050	3350	
1.5 SLX 5dr	7				2350	1950		2.5 TD 3dr	13/12	18050	15200	12800	10750	9050	7750	2.0/1.9 GTi	9	9200	7650	6400	5200	4250	3500	
Lada Niva								2.5 TD 5dr	13/12	18300	15300	12850	10850	9250		2.0/1.9 M16	14		8950	7100	5750	4700	3900	
4wd	8	5050	4150	3450	2800	2350	1900	2.8 TD 5dr	13	22250	18700					1.9 GLD	8		7550	6300	5350	4550	3900	
Cosack	8	6100	5050	4150	3400	2800	2300	2.6 5dr	12				8950	7550		1.9/1.8 GR TD	8		8550	7200	6050	5100		
Lancia Delta								3.0 V6 5dr	13	21950	18800	15700	13250	11100	9450	1.9 GLX TD	8	9300	7850					
1.3 LX	11					2300	1950	Nissan Micra								Peugeot 505								
1.6 GTie	13					2750	2300	1.0 L15 3dr	3/4	5750	4700	3950	2900	2350	1950	2.0 GR Family Est	11					7050	5750	
HF integrale 16v	18	17900	14750	12100	9950	8200		1.0 LX 3dr	3	6150	5200	4400				2.2 GTi Family Est	12					8350	6900	
Lancia Dedra								1.0 GS/Coleto 3dr	4				2750	2300	1850	2.5 GRD Family Est	11					8250	6750	
1.6ie	11	5800	4800	3900	3200	2650		1.2 GS 3dr	5				3100	2550	2050	Peugeot 605								
1.8ie	12	6250	5150	4200	3450	2850		1.2 GSX 3dr	5				3350	2750	2200	2.0 SLJ	14	12200	10050	6950	5700	4650		
2.0ie	13	6900	5650	4650	3800	3100		1.3 LX 3dr	5	6750	5700	4850				2.0 SVTi/Svi	14	13150	10850	7650	6300	5150		
Lancia Thema								1.3 SLX 5dr	5	8000	6750	5700				2.1 SRD Turbo	14	13850	11700	9750	8200	6950		
2.0ie	15/14	8650	7100	4950	4050	3350		1.3 Super S 3dr	5	7500	6300	5350				3.0 SVE auto	16	13800	11400	9400	7650	6300		
ie Turbo LS/SE	17/16	10650	8800	6600	5450	4450		Nissan Sunny - older models								Porsche 944								
Land Rover Discovery								1.4 LS 4dr	9					2700	2250	S2 16v Coupe	20				17150	14500	12350	
5dr Mpi	11	15300	13200	11250				1.6 GS 4dr	11					3200	2650	Turbo Coupe	20					15250	13050	
5dr Tdi	12	16700	14450	12500	10950	9650	8550	1.8 ZX Coupe	12				3900	3250		Porsche 968								
5dr Tdi	12	17800	15350	13300	11650	10950		1.7 Diesel 4dr	10				3000	2550		Club Sport	20							
5dr V8i	13	16650	14200	12150	10400	9000	7350	Nissan Sunny - latest models								Sport	20	30100	25750	19800				
5dr V8/S	13	18650	15900	13550	11650	10050		1.4 L 5dr	7	6950	5800	4800	3950			Coupe	20			28250	24100	20750		
Range Rover								1.4 LXL 5dr	8	7650	6300	5250	4350	3450		Porsche 911								
Vogue TD/TD	14	23450	19750	16600	13150	11100	9450	1.6 LX 5dr	9	7900	6500	5400	4450			Carerra/Carerra 2	20	53250	46700	34000	30300	27200	24800	
Vogue V8 auto	14	25100	21150	17700	14900	12600	10650	1.6 SLX/GS 5dr	9	8450	7000	5800	4750	4150		Carerra 4 Coupe	20				35050	31250	28150	
Vogue V8 SE auto	14	29350	24750	20700	17450	14700	12550	1.6 100XV Coupe	11	10500	8700	7200	5900	5050		Turbo	20				47450	42300		
Vogue V8 LSE auto	15	30450	25600	21500				2.0 GTi 3dr	15		7500	6200	5150			Porsche 928								
New 2.5 DSE	15	31950						Nissan Bluebird								GTS/S4	20	52600	44000	36700	27150	22650	19050	
New 4.0 SE auto	15	33100						1.6 Premium	5					2450		Proton								
New 4.6 HSE auto	16	38000						1.6 LX	5					2850		1.3 GL Saloon	7	4850	4050	3400	2850	2350	2000	
Lexus								1.6 GS	6					3250		1.3 GL Aeroback	7	5150	4350	3600	3000	2550	2150	
GS 300	17	26100	21800					1.8 Turbo ZX	10					3500		1.3 GLS Aeroback	7	5500	4600	3850	3200	2700	2250	
LS400	18	37000	28400	23800	20000	16850		2.0 GSX	8					3750		1.5 GL Aeroback	7	5650	4700	3950	3300	2750	2350	
Lotus								2.0 L Estate	9					2750		1.5 SE Aeroback	8	6200	5200	4350	3600	3050	2550	
Elan SE 1.6	16	22400						2.0 Diesel LX	8					2950		Proton Persona								
Excel 2.2 SE	19							Nissan Primera								1.5 GLi 5dr	4	7450	6200					
Esprit 2.2 Turbo	19							1.6 L	9	7950	6600	5450	4550	3750		1.6 SEi 5dr	4	8850	7400					
Esprit 2.2 Turbo S4/SE 19	35000	30650	26950	21050	18150	15800		1.6 LXL 5dr	9	8650	7200	5950	4950	4000		Renault 5								
Mazda 121								1.6 LXL 5dr	9	9250	7700	6350	5250	4200		1.1 Campus 3dr	4					2600	2200	
1.1 L	6					2600	2150	1.6 LXL 5dr	9	9050	7500	6250	5150	4200		1.1 Prima TL 3dr	4					2700	2250	
1.3 GLX	7/6	7800	6450	5350	4200	3450		2.0 LXL 5dr	12	8850	7400	6150	5100	4100		1.2 Prima TR 3dr	6					2800	2350	
Mazda 323								2.0 SGV/GSX	12	10250	8600	7050	5850	4800		1.4 Campus 3dr	4	4250	3700	3150	2700	2300		
1.3 LX/SE 3dr	8/9	6850	5700	4750	3900	3200		2.0e GTi/ZX	14	10450	8700	7150	5950	5050		1.4 Campus 3dr	7						2550	
1.6i GLV/SE 5dr	11/12	7950	6550	5450	4450	3700		2.0 LX Diesel	9	8750	7300	6050	5050		1.4 GT Turbo	14					3250	2750		
1.8i GT 5dr	14	9150	7600	6250	5200	4050		Nissan Prairie								1.2 RL 3dr	3/4	5550	4650	3900	3250	2750		
New 1.5 GL 5dr	12	9700						2.0 LX	12				7350	6050	5050	1.2 RN 3dr	4	6750	5600	4700	3900	3250		
New 1.8 GLX 5dr	13	11400						2.0 SLX 7-seat	12				7850	6450	5350	1.4 RV 5dr	5	7500	6300	5200	4350			
New 2.0 V6 GLX 5dr	16	14050						1.6 LX	12	11000	9100	7550				1.4 RT 5dr	5	8250	6900	5750	4800	4000		
Mazda 626								2.0 SLX	12	12850	10700	8750				1.8 RT 5dr	7	7550	6300	5250				
1.8 LX	14/11	9150	7650					2.0 D LX	10	11050	9200	7550				1.8 16v 3dr	12	10750	9050	7500	6300			
1.8 GLX	14/11	9850	8200	6750	5600	4050	3350	Nissan Maxima automatic								1.9 RL Diesel 3dr	4/5	6150	5150	4300	3600	3000		
2.0 GLX	14/12	11050	9200	7600	6250	4350	3600	3.0 SE	15		11000	9050	6950	5650	4700	Renault 19								

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96 N ZX Reflex Diesel Estate, choice of Quartz or Forest Green	£11782	£9200
96 N ZX Reflex 1400, 5dr, choice of Forest Green or Polar	£10947	£8495
95 N ZX Memphis Turbo Diesel, in Quartz	£12812	£9995
96 N ZX Aura Turbo Diesel, in Polar	£14052	£10995
95 N ZX Avantage Turbo Diesel, in Magenta	£13527	£9995
95 N ZX Avantage Diesel Estate, in Forest Green	£13072	£9995
95 N ZX Avantage Diesel Automatic Estate, choice of Black or Venetian Red	£13592	£10595
96 N ZX Elation Diesel, 5dr, in Garnet	£11512	£9639
96 N ZX Elation Diesel, 3dr, in Garnet	£10857	£9365
96 N ZX Memphis Turbo Diesel, in Quartz	£12812	£11000
95 N XM Turbo SX Automatic, in Forest, ABS	£20204	£15995

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96 N ZX Reflex Estate, PAS, choice of Black, Venetian or Polar	£11982	£9200
96 N ZX Aura Turbo Diesel Estate, in Forest Green or Quartz, PAS	£14852	£12116
96 N ZX Avantage Turbo Diesel, in Forest Green, PAS	£13527	£10388

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96 N Xantia Diesel, choice of Polar White or Venetian Red	£12932	£10760
96 N Xantia LX Diesel, in Hermes Red	£14102	£11770
96 N Xantia 1800 LX 16v, choice of Hermes Red or Black	£13562	£11660
96 N Xantia 1800 Dimension 16v MKII, in Mauritius Blue	£12752	£10888
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95 M XM 2.0 VSX Turbo Automatic, in Magenta, full electric pack, ABS, alloys, 12,000 miles, HUGE SAVING	£13995
94 M XM 2.0 VSX Turbo Automatic, in Quartz, full electric pack, ABS, alloys, 12,000 miles, HUGE SAVING	£12995

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95 N ZX Volcane Turbo Diesel, 5dr, in Quartz, 2,000 miles, HUGE SAVING	£11995
95 N Xantia LX Diesel Automatic, in Quartz, 2,000 miles, HUGE SAVING	£11995
95 N ZX Elation Diesel, 5dr, in Tahiti Green, PAS, 1,000 miles	£8995
92 J ZX Avantage Diesel, 5dr, in Ice Blue, 1 owner, PAS, 26,000 miles	£5995
94 M AX Cascade 1500 Diesel, 3dr, special edition in Calypso Green, sunroof, 17,000 miles	£5595
95 N AX Elation 1500 Diesel, 5dr, special edition in Tahiti Green, sunroof, 5,000 miles	£6995
96 N Xantia Turbo Diesel Dimension, special edition in Impulse Red, 2,000 miles	£12595
95 N Xantia SX Diesel Automatic, in Polar White, 2,000 miles, unobtainable	£12995
95 N Xantia LX Diesel Automatic, in Quartz, 9,000 miles	£11995
95 M ZX Avantage Diesel Automatic, in Black, PAS, 7,000 miles	£9995
95 N Xantia LX Turbo Diesel, 96" spec, in Silver Moss, 10,000 miles	£11995
95 N Xantia SX Turbo Diesel, in Polar, ABS, 8,000 miles	£12995
95 M Xantia SX Turbo Diesel, in Sable, ABS, 9,000 miles	£12995
92 K ZX Aura Turbo Diesel, in Black, ABS, 30,000 miles	£6995
95 M Xantia Diesel, in Black, sunroof, 9,000 miles	£9995
95 M Xantia LX Turbo Diesel, in Black, 9,000 miles	£11995
95 M ZX Aura Turbo Diesel Estate, in Forest Green, 9,000 miles	£11695
95 N ZX Aura Turbo Diesel Estate, in Black, 9,000 miles	£11695

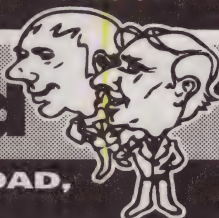
PETROL SELECTION

95 N Xantia 2.0 VSX Automatic, in Hermes Red, ABS, alloys, 5,000 miles, HUGE SAVING	£13995
94 M AX Debut, 3dr, in White, 18,000 miles	£4595
95 N ZX Elation 1400, 5dr, in Fijian Blue, PAS, 5,000 miles	£7995
95 N Xantia 1800 LX 16v, 96" spec, in Magenta, 11,000 miles	£10995
95 M Xantia 1800 LX Automatic, in Silver Moss, 11,000 miles	£9995
95 M Xantia 1800 SX, in Emerald, 9,000 miles	£10995
94 M Xantia 2.0 SX, in Quartz, ABS, 8,000 miles	£9995



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MODEL	Ins Grp	1995M	1994L	1993K	1992J	1991H	1990G	MODEL	Ins Grp	1995M	1994L	1993K	1992J	1991H	1990G	MODEL	Ins Grp	1995M	1994L	1993K	1992J	1991H	1990G		
1.3 GS 5dr	5						1850	1.3 Forum	6			2450	2000	1650		Turbo Diesel GLS/GL	8	10000	8250	6750	5500				
1.3 MG 3dr	7						1800	1.3 LX/LX	6	4200	3450	2850	2400	2000	1650	Vauxhall Carlton						4950	4050	3350	
Rover 100/Metro								1.3 GLXi	6	4850	4000	3300				1.8i L	10					4950	4050	3350	
1.1 C 3dr	4	4800	4050	3350	2800	2400	2000	1.3 LX/LX Estate	6	4650	3900	3150	2750	2200		2.0i L	12		8450	6900			5700		
1.1 V/Quest+ 3dr	4	5100	4350	3650	3000	2500	2100	1.3 LX/LX Estate	6	4650	3900	3150	2750	2200		2.0i GL	12		9000	7400			6100	4950	4100
1.1 SVS 3dr	5	5600	4700	3950	3300	2800	2300	Skoda Felicia							2.0i GL Estate	12		10050	8250			6800	5550	4550	
1.4 Gte 8v 3dr	6							1.3 LXi	4	4800					2.0i CD	12		10150	8300			6800	5550	4550	
1.4 SL/SL 5dr	6							1.3 GLXi	5	5150					2.3 TD/LD	11/10		8750	7150			5400	4450	3600	
1.4 GS 5dr	6	6500	5400	4550	3800	3200	2700	Subaru Justy							2.6i CDX auto	13		11450	9400			7700	6250		
1.4 GT/16v 3dr	11	6350	5350	4450	3750	3000	2550	1.2 SLi 3dr 4wd	6/7	6050	5050	4150	3400	2800	2350	3.0 GSi 24v	16			11550	9450	7750	6400		
1.4 LD 3dr	5	5500	4600	3850	3250			Subaru L Series								Vauxhall Omega									
1.5 SD 3dr	4	5900						1.6 DL	8			2850	2300	1900		2.0 GLS	13	13400	11150						
Rover/Austin Maestro								1.6 DL 4wd Estate	9			3200	2600	2150		2.0 CD	13	14900	12350						
1.3 Clubman/Special	6		3900	3250	2700	2250	1850	1.8 DL 4wd Estate	10			4200	3450	2800		2.5 CDX auto	15	17650	14600						
1.3 LX	7			3700	3050	2550	2150	Subaru Impreza							3.0 Elite auto	16	20250	16700							
1.6 LX	9				3150	2650	2150	1.6 GL 5dr		9000	7450				2.5 TD GLS	13	14800	12250							
2.0 MG	14				3000	2550	2100	1.6 GL 4wd 5dr	10	9700	8550	6650			Vauxhall Senator auto										
2.0 TD/Clubman	10/9		4500	3750	2900	2450	2050	1.8 GL 4wd 5dr	11	10100	8350	6900			2.6/2.5i	12/13			11000	8050	6500	5150			
Rover Montego								2.0 Turbo 4wd 5dr	17	15200	12650				3.0 CDI	15					9100	7400	6150		
1.6 LX	10/9				3000	2450	2050	Subaru Legacy							3.0 CDI 24V	16			15900	13000	10700	8700			
1.6 LX estate	10/9				3800	3150	2650	1.8 GL 4wd	11/10				5050	4200	3550	Vauxhall Tigra									
2.0 LX/LX/L	11		3600	3050	2550	2150		2.0 GL 4wd	13	11000	9150	7100	5900			1.4i-16v	11	9900							
2.0 LX/LX/SLX	11		3900	3200	2650	2450		Turbo 4wd	17	11950	9900	8200				1.6i-16v	13	11300							
2.0 GTi	13				2550	2150		2.2 GL 4wd	14	13850	11550	8000	6650	5500	4600	Vauxhall Celibra									
2.0 GSi	13				2700	2250		2.2 GL 4wd Est	14	15050	12550	8750	7250	6000	5000	2.0i 8v	13	13150	11000	9200	7650	6400	5450		
2.0 MG	13			2850	2400	2050		Suzuki Swift								2.0i 16v	14	13950	11700	9750	8150	6800	5800		
2.0 TD LX	11		4300	3550	2950	2450		1.3 GLi	8	6500	5250	4400	3600	2750	2300	Vauxhall Frontera									
2.0 TD LX Estate	11							1.3 GTi	11	7150	5900	4900	4050	2850	2400	2.0i Sport	10	11400	10050	8850	7900				
Rover 200 - earlier								Suzuki Samurai/Santana								2.4i 5dr	10	13250	11650	10300	9150				
213 S	8						2650	1.3 SJ 413	6	7000	6000	5050	4250	3550	3000	2.3TD 5dr	10	14050	12400	10900	9750				
216 SEi	10						2750	Suzuki Vitara								Vauxhall Monterey									
216 Vitesse	10						2800	1.6 JX	7	9700	8200	6950	5850	5000	4300	3.1 TD LTD 5dr	13	18400	15350						
Rover 200 - recent								1.6 JX SE	7	10200	8600	7300	6200			3.2 V6 LTD 5dr	13	16700	13950						
214 S 5dr	7				4350	3550		1.6 JX SE Est 5dr	7	11200	9450	8000	6800			Volkswagen Polo									
214 Si 16v 5dr	8	8000	6650	5500	4550	3750	3100	Toyota Starlet								1.0 Fox 3dr	4		4200	3550	3100	2700	2200		
216 SL 16v 5dr	11	8950	7400	6100	5050	4150		1.3/L 1.0 GL	8/6	7550	6250	4700	3750	3050	2500	1.0 L/C/L 3dr	4	6450		3950	3450	3000	2400		
216 GSi 16v 5dr	11			6300	5200	4250	3550	Toyota Corolla								1.3 CL 3dr	6	7950	5100	4350	3750	3250	2600		
216 Convertible	12	12450	10300	8550	7000			1.3 GL 3dr	10/8	8750	7300	5950	4450	3600	3000	1.3 Geny/GT/S Coupe	6/8		5350	4600	3950	3500	2800		
220 GSi/GTi 16v 3dr	15	10100	8400	6800	5600			1.3 GL Liftback 5dr	10/8	9550	7900	6500	5050	4100	3400	Volkswagen Golf									
220 Coupe	15	13250	10950	9000				1.6 Exec Liftback	12/9	11100	9150	7500	5650	4600	3800	1.4 CL/1.3C 5dr	6/7	8400	7250	6050	5300	3550	3000		
220 Turbo Coupe	17	14700	12150	9950				1.6 4wd Estate	9				5000	4150		1.6 CL 5dr	7/9	8900	7750			4050	3350		
218 SD SL 5dr	9	7850	6500	5400	4450	3650		1.6 GTi	13				5050	4100	3400	1.8/1.6 Driver 5dr	9/11	10200	8900			4350	3650		
218 SLD TD 5dr	10	8850	7400	6100	5050	4150		Toyota Carina - earlier								1.8 GL 5dr	9/12	10400	8950	7750	6800	4600	3850		
Rover 400								1.6 XL 5dr	10			4650	3800	3200		2.0/1.8 GTi 3dr	14	11300	9800	8500	7400	5100	4150		
414 Si 16v	8	7650	6400	5250	4350	3550	2950	1.6 GL/GL 5dr	10			5150	4200	3500		2.0/1.8 GTi 16v 3dr	15	12850	11100			5850	4800		
416 SL 16v	11	8600	7150	5900	4850	4050		2.0 Exec 5dr	13			6500	5350	4400		1.8/2.0 GTi Conv	15	14050	12150	9200	7700	6400	5050		
416 GSi 16v	11			6050	5000	4050	3400	Toyota Carina E								2.8 VR6 3dr	18	14750	12800	11100	9650				
416 GTi 16v	14			5350	4400	3650		1.6 XLi 5dr	10	9400	7900	6600	5550			1.6 CL Diesel 5dr	8					4750	4000		
420 SL	13	8950	7450	6100	5000			1.6 GL 5dr	10	10250	8600	7150	6050			1.6 GTD/CL TDi 5dr	9					5250	4400		
418 SLD TDi	10	8550	7100	5850	4850	3950		2.0 GL 5dr	13	10600	8850	7400	6150			1.9 CL TD 5dr	8	9400	8100	7050	6150				
418 GSD TDi	10	8750	7300	6000	4950	4050		2.0 GTi 5dr	15		10150	8400	7000			1.9 GL TDi 5dr	8	11000	9500						
New Rover 400								2.0 XL Diesel 5dr	10	9500	8000	6700	5650			Volkswagen Passat									
414i 5dr	9	9050						Toyota Camry								1.8 CL 4dr	12	9000	7600				3550		
416 Si 5dr	11	10150						2.0/2.2 GLi	14/12	13850	11450	9450	7800	4350	3600	2.0 GL 4dr	13	10850	9050	7000	5800	4750			
416 SL 5dr	12	11000						V6 GX/GXi auto	15/14	17100	14200	11750	9700	5400	4550	Turbo Diesel CL 4dr	10/11	9700	8300	7100	5950	4950	4200		
Rover 600								Toyota MR2								Turbo Diesel CL Est	10/11	11050	9400	8100	6800	5700	4300		
620 Si	11	11350	9600	8150				2.0 GTi T-Bar	16	17600	14800	12350	10400	8750	7450	Volkswagen Scirocco									
620 SLi	11	12650	10700	9050				Toyota Celica								1.8 GT/GTi	14			5400	4450	3650	3050		
620 GSi	12		11500	9750				2.0 GT	16/15	17600	14600	11950	9850	8150	6750	1.8 Scala	15				5100	4200	3500		
620i Turbo	17	14200	12000					Toyota Supra								Volkswagen Corrado									
623 GSi	14	15800	13450					3.0	16		11900	9750	8000	6600		16v	17	15150	12600	10500	8750	7300	6100		
620 SD Turbo Diesel	10	11600						3.0 Turbo	19/17	32100	26850	12850	10550	8600	7100	G60	17				9350	7750			
Rover 800								Toyota Previa								VR6	18	17650	14750	12250					
820i	11/14	10950	9000	7350	6000	3650	3000	2.4 GL auto	13	17750	14900	12550	10550	8900		Volkswagen 300									
820 Si	11/14	11950	9800	8000	6500	4050	3350	Toyota RAV4								340 1.4 5dr	6					3250	2650		
820 Vitesse	15	13050	10800	8800	7150			2.0 GX 3dr	13	12300	10200					340 1.4 GL 5dr	7								

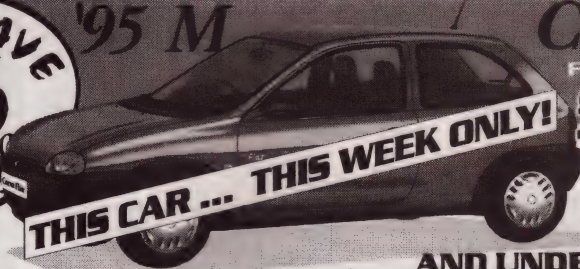
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91 N NOVA 1.2 MERIT 4 dr	£3995	£25.10
91 N NOVA 1.2 LUXE 4 dr	£3995	£25.10
92 K NOVA 1.2 TRIP 4 dr	£3995	£25.10

NETWORK	Q	OMEGA
95 N OMEGA 2.0 GLS 4 dr	£13495	£55.00
94 L OMEGA 2.5 CD V6 4 dr	£13495	£55.00

NETWORK	Q	VECTRA
95 N VECTRA 1.8 LS 5 dr	POA	

NETWORK	Q	ASTRA
95 N ASTRA 1.7 LS TD 5 dr	£10495	£49.27
94 L ASTRA 1.4 LS 3 dr	£7995	£35.16
93 N ASTRA 1.4 LS 5 dr	£7995	£35.16
94 M ASTRA 1.4 LS 5 dr	£8995	£36.15
94 L ASTRA 1.4 CLUB Estate	£7995	£30.09
95 N ASTRA 1.7 Diesel, Sport, 5 dr	£11495	£38.19
95 N ASTRA 1.8 16v, Sport, 5 dr	£3995	£45.16
95 N ASTRA 1.8 16v, Sport, 5 dr	£3995	£42.12
95 N ASTRA 1.8 16v, Sport, 5 dr	£3995	£45.16
94 M ASTRA 1.4 LS 5 dr	£7995	£36.15
95 N ASTRA 1.4 LS 5 dr	£8495	£39.88

NETWORK	Q	CALIBRA
92 J CALIBRA 2.0 16v	£3995	£45.16
92 J CALIBRA 2.0 8v, auto	£3995	£42.40

NETWORK	Q	CAVALIER
95 N CAVALIER 2.0LS 16v, 4 dr	£10995	£49.97
95 N CAVALIER 2.0LS 16v, 5 dr	£3995	£45.16
95 N CAVALIER 2.0 GLS 16v, 5 dr	£10495	£47.20
95 N CAVALIER 1.7 GLS TD 5 dr	£11995	£53.99
95 N CAVALIER 1.7 LS TD 5 dr	£10995	£49.97
95 N CAVALIER 1.7 LS TD 5 dr	£10995	£49.97
95 N CAVALIER 1.7 LS TD 5 dr	£10995	£49.97
95 N CAVALIER 1.7 LS TD 5 dr	£10995	£49.97
95 N CAVALIER 1.7 LS TD 5 dr	£10995	£49.97
95 N CAVALIER 2.0 GLS 16v, 4 dr	£3495	£35.00
95 N CAVALIER 2.0 LS 5 dr	£10495	£47.20
95 N CAVALIER 2.0 GLS 5 dr	£8995	£36.00
95 N CAVALIER 2.0 LS 5 dr	£8995	£36.00
95 N CAVALIER 2.0 GLS 5 dr	£3995	£37.00
95 N CAVALIER 1.8 LS 5 dr	£12995	£46.15
95 N CAVALIER L85 dr, from	£10495	
92 K CAVALIER 2.0 GLS 5 dr, auto	£7995	£30.09
92 K CAVALIER 1.8i Auto, 4 dr	£5995	£30.29
92 CAVALIER 1.8i ENVOT Auto, 5 dr	£5995	£30.29
95 N CAVALIER 1.7 ENVOT Diesel, 4 dr	£10995	£49.20
93 K CAVALIER ENVOT 1.8i Auto	£5995	£32.54

NETWORK	Q	OTHERS
95 N NISSAN MICRA 1.3 SLX 5 dr	£8495	£37.60
95 N ROVER 115 SD 3 dr	£6495	£28.40
95 N FIAT PUNTO 1.1S 3 dr	£6495	£28.40
95 N FIAT PUNTO 1.3 LX 3 dr	£6495	£28.40
92 K ROVER 214 SLI 5 dr	£5995	£30.60
95 N HYUNDAI LANTRA JURA 1.5	£9495	£41.22
95 N HYUNDAI 1.6 GLS 16v Lantra, choice of colours	£7995	£30.20
95 N MAZDA 323 1.5 GLX 5 dr		£43.02
95 N MAZDA 626 1.8 LX 4 dr	£8995	£42.30
95 N NISSAN 200 SX 1.8 Turbo Coupe	£17995	£82.50
95 N FRONTIER ESTATE 2.4i	£15995	£59.12
95 N FRONTIER 2.0 TD ESTATE	£16995	£61.14
95 N KIA PRIDE 1.3 LX 3 dr	£4495	£26.88
95 N KIA MENTOR 1.6 GLX 4 dr	£7995	£34.10
98 G LANDROVER DISCOVERY 2.5 TDI	£10995	£48.88
95 N KIA SPORTAGE 2.0 GLX 4 wd	£90A	
95 N ESCORT 1.8 LD choice of 5 from	£7995	£34.33
93 K ESCORT 1.8 LX 16v, 5 dr	£6495	£37.28
94 L XEDOS 9.2.0i V6, 4 dr, Auto	£12995	£59.18
95 N NISSAN TERRANO 2.4 SLX	£15495	£76.30

NETWORK	Q	VECTRA
KIA PRIDE 1.3 LX 3 dr, red	£5995	
KIA PRIDE 1.3 LX 3 dr, Kingfisher	£6100	
KIA MENTOR 1.6 GLX 4 dr, deep Jade	£9100	
KIA MENTOR 1.6 GLX 4 dr, Claret	£9100	
MAZDA XEDOS-6 1.8 4 dr, black	£15995	
MAZDA RX3 white, auto	£13,995	

NETWORK	Q	TIGRAS
95 N TIGRA 1.4i 16v 3 dr	£11795	£46.15
95 N TIGRA 1.6i MTV Summertime	£12495	£48.17

NETWORK	Q	CORSA
93 K CORSA 1.2LS 3 dr	£5495	£21.75
95 N CORSA 1.2 LS 3 dr	£6495	£29.18
95 N CORSA 1.2 LS 3 dr	£6495	£29.18
95 N CORSA 1.2 LS 3 dr	£6795	£29.99
95 N CORSA 1.4 LS 5 dr	£6895	£30.01
94 M CORSA 1.5 MERIT Diesel	£6295	£30.29
95 N CORSA 1.4 SRI 3 dr	£9995	£45.16
95 N CORSA 1.5 GLS TD 5 dr	£9995	£45.16

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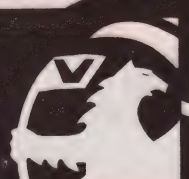
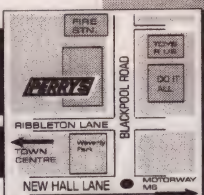
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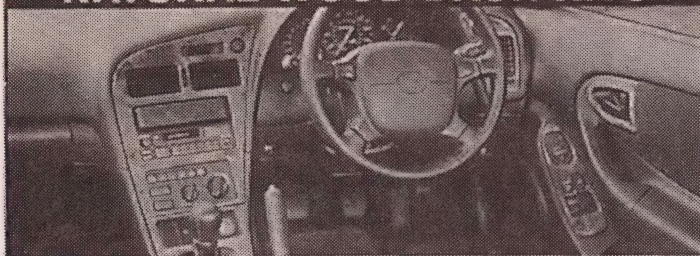
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MIL 2973.....£69	SJI 4543.....£169	KAZ 1211.....£420	RIW 9113.....£149
MIL 1516.....£269	GAZ 6953.....£169	KAZ 1221.....£489	SIB 5204.....£189
MIL 1517.....£269	KAZ 1364.....£169	JIL 4111.....£390	JIJ 1240.....£230
MIL 1619.....£89	KAZ 1365.....£169	JIL 4423.....£169	NBZ 9113.....£149
LIL 9828.....£55	KAZ 1252.....£169	FIL 3596.....£180	DIL 6684.....£149
LIL 9829.....£55	KAZ 1253.....£169	FIL 5810.....£195	RDZ 8008.....£325
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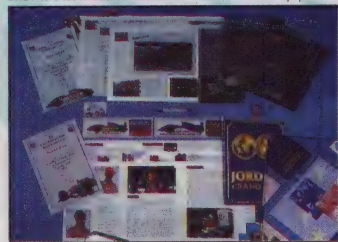
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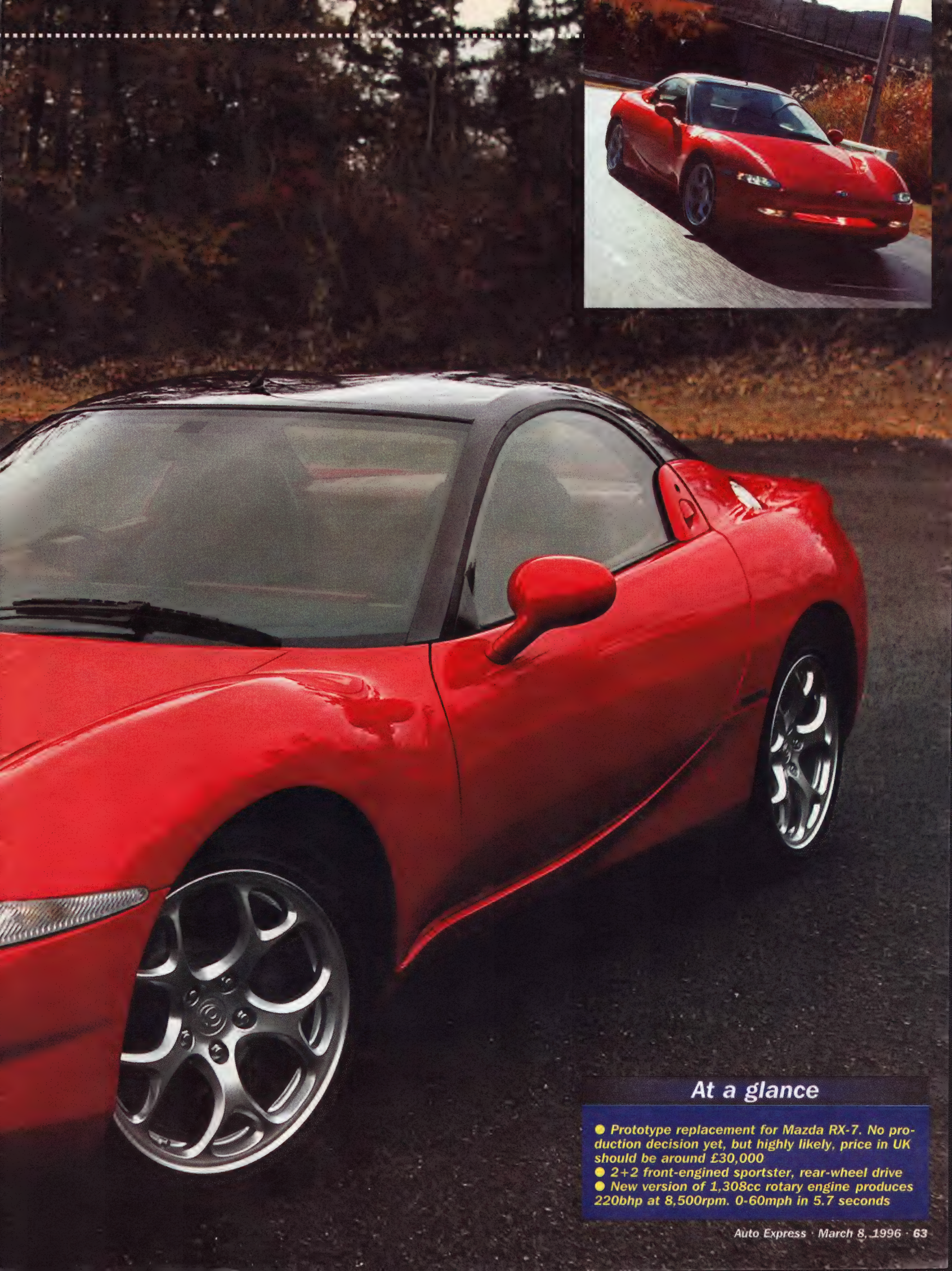
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At a glance

- Prototype replacement for Mazda RX-7. No production decision yet, but highly likely, price in UK should be around £30,000
- 2+2 front-engined sportster, rear-wheel drive
- New version of 1,308cc rotary engine produces 220bhp at 8,500rpm. 0-60mph in 5.7 seconds



The influence of the RX-7 is obvious from the rear, with the full-length tail light strip and the sweeping line of the doors

MSPRE (Multi Side-Port Rotary Engine), is much more compact.

To save space, the engine's oil-delivery system has been converted to a dry sump, allowing Mazda's engineers to drop the engine by a couple of inches.

Also, by losing the twin sequential turbochargers and changing the location of various components, they were able to move the new rotary nearly eight inches back toward the centre of the car. Thus the MSPRE sits well behind the front axle and almost directly alongside the driver's feet. This gives much better front/rear weight distribution, which in turn means improved handling.

Cleaner

The new engine not only burns cleaner than the old one but, even without using turbos, output is a healthy 220bhp at 8,500rpm thanks to 30 per cent larger intake ports.

So there I sat in the rain, revving the rotary and wondering whether I'd be able to get any idea of the car's capabilities, given the wet weather and the beady eye of the man from Mazda to my left. I familiarised myself with the layout of the controls then, slotting the five-speed gearbox into first, crawled on to the track.

The rear-wheel-drive supercar snaps off the line like a gazelle. Its acceleration is smooth and rapid.

Keeping my speed to about 45mph to allow our photographer to do his stuff, it was immediately clear the RX-01 was a car that begged to be driven hard. After each stop, I put my foot into the throttle pedal deeper and harder.



Slim, curved headlights replace Mazda's usual pop-up units



Cockpit is snug, but it has more usable space than an RX-7

"The only way to throw the car's back end out of line was to stomp on the throttle"

Sam Mitani

My passenger didn't seem too concerned, but even so I kept backing off around 50mph so as not to arouse his suspicions.

Straight-line performance is helped by the RX-01's kerb weight of just 2,425lb, achieved mainly through the use of lightweight materials. Mazda estimates it will hit 60mph in 5.7 seconds and reach the quarter mile in 14.2. After my brief stint behind the wheel, I wouldn't argue.

In an act of good faith, the man

from Mazda allowed me out in the car on my own for a few laps. Despite the temptation, a little voice in my head kept telling me now would be a very bad time to damage the world's only RX-01, so I restricted myself to taking a couple of corners with reserved zest.

Turn-in was crisp, with only slight understeer. In mid-turn, the RX-01's balance felt perfectly neutral. The only way to throw the back end out of line was to stomp on the throttle.

The steering was quick to react should the back end go too far and body roll was virtually non-existent with absolutely no chassis flexing.

The RX-01 has managed to combine the fun-to-drive nature of the little MX-5 with the brutish power of the RX-7 and in my book that makes it a real winner.

It also confirms Mazda's intention to keep building exciting sports cars, and for that we must all be thankful! ■



Surprisingly large boot will easily accommodate two suitcases



Mazda's fire-breathing RX-7 (above) was a hard act to follow

Win a



This stylish, limited edition runabout could be yours... Here's step two in our great competition

Rover 100

Kensington SE

WELCOME to the second week of our fantastic Win a Rover competition. The star prize is a distinctive, limited-edition Rover 100 Kensington SE worth £7,986.

Your favourite motoring news weekly has one of these stylish baby Rovers to give away, absolutely free.

Our prize is a five-door Kensington SE in Kingfisher metallic blue. And while it is small enough to nip in to tight parking spaces, this Rover 100 is big on extras. It comes with distinctive wheel trims and tinted glass, plus a five-speed gearbox and high-quality stereo cassette player. For fresh-air motoring there's a tilt/removable glass sunroof and if the weather gets bad there's a rear wash/wipe. It even has an alarm and engine immobiliser.

Power is provided by a fuel-injected 1.1-litre four-cylinder K-Series engine which is both lively and fuel-efficient, giving a top speed of 96mph and around-town economy of up to 35mpg.

HOW TO ENTER

By now you should have cut out the coupon from last week's issue. The second coupon is below. Keep these safe and wait for the entry form we'll publish next week. If you missed last week's issue, contact our back issues department at the address on page 3.

Attached both coupons to the entry form in our March 15 issue and send to: Auto Express, Rover Kensington Competition, London SE99 7YJ. Closing date for entries is March 28, 1996.



RULES: No purchase necessary. Copies of the tokens are acceptable. Tokens can be obtained by sending an SAE to our normal address by March 20, 1996. Entrants must be aged 18 or over and normally resident in the UK. Employees of United News & Media or Rover Cars, their agents or relatives are not eligible to enter. The winner will be responsible for insurance of prize vehicle. No cash alternative to the prize is offered. The prize vehicle is a Rover 100 Kensington SE, five-door model finished in Kingfisher metallic blue. The editor's decision is final and no correspondence will be entered into. Non-observance of any of these rules will lead to immediate disqualification. The closing date for all entries is March 28, 1996.



Toys for the boys & girls

Adults aren't allowed in Ford's latest model – it's in Legoland and meant for kids only. But we found just the team to test it

EVERYONE knows Ford's little Fiesta, and most are now familiar with the Ford Ka city car, due soon. But here's an exclusive first drive of a new Ford which makes even the Ka look huge!

These are brightly-coloured electric Lego cars, one of the star attractions at the Legoland theme park in Windsor, Berkshire, which opens at the end of this month. And who better to put the vehicles through their first drive paces than Britain's hottest kids on wheels?

We sought out the amazing Imps motorcycle display team – a London-based stunt group of children aged between six and 16. Fourteen of them came with us to the Legoland Ford driving school, where children can take the wheel of a Lego car and negotiate a mini road system with traffic lights, signs and roundabouts.

The 60 specially-designed vehicles at the theme park are powered by a 24-volt battery pack, giving a top speed of 4mph – tame stuff compared to the powerful Honda motorbikes our testers normally roar around on. There's also a Ford 'garage' where the cars are serviced and recharged, and fuel pumps for visiting youngsters to 'fill up'.

"We want to help children learn about road safety and show them how to behave sensibly," explained Legoland's Helen Matthews.

Our cheeky young Imps were first shown a short video explaining the rules of the road before being given a pre-drive briefing. Then, safely seatbelted in, they drove around the course, stopping at Lego traffic lights and Lego give-

Our special testers, the incredible Imps, normally travel like this. Who better for a balanced view on the new Lego Fords?



Ford Ka is due on sale at the end of the year



Ford 'garage' services and recharges the electric cars



Kids can 'fill up' at the pretend petrol pumps (top). Lego bikes are not really suited to stunt performances



Children can get hands-on experience of driving skills



Pictures: PAUL SHERWOOD

way signs, and doing their best not to race each other. But our mini motorists were somewhat underwhelmed by the less-than-storming acceleration of the baby Fords. "The cars are a bit too slow, but otherwise they're quite good to drive," was 12-year-old Stacey Williams' verdict.

Chantel Weldon, also 12, added: "It was a really easy route to follow and I had no problems with the signs – but I think I went the wrong way down one road."

After 15 minutes behind the wheel our youngsters had all passed their 'test' with flying colours and will be sent special Legoland driving licences.

More than a million people are expected to visit the amazing new theme park in its first year and over 300,000 children will be trying out the driving school. Helen

Williams explained: "This is exactly the age when road awareness is critical. We feel children can learn a lot from our driving centre."

The cars are for children aged from six to 13, but for even younger drivers there's an indoor school which has much smaller, slower electric vehicles.

Electronic

There is also sailing at the boating school, where powered boats have to be steered between buoys. Electronic scoring deducts points for every bump, promoting careful seamanship.

But our Imps preferred their Lego vehicles and went for another spin to take in the sights, all faithfully reproduced in the famous plastic building bricks. They were also keen to try out the

'technic garage', where interactive displays show how engines work.

"I liked the motorbikes, which we could sit on to test how quickly we could brake," said eight-year-old Harry Liman. "But I wanted to sit on the full-sized bike. I couldn't believe it was made of Lego. It must have taken ages to build."

One part of the Windsor complex – Miniland – took 100 model designers over two years to build, using 25 million Lego bricks. The area has detailed scenes from around Europe, from Big Ben and a working model of Tower Bridge, to Paris street cafés and the canals of Amsterdam.

There are over 800 little buildings and 700 trains, cars, ships, cranes, and bridges – all glued together in case little fingers try to take bricks home as souvenirs.

As you walk round, it's hard to

believe everything – from ducks on the pond to a workman looking out of a manhole cover – is made from Lego. The replica towns come complete with speaking Lego people and quacking Lego ducks. You can even hear the choir singing in a miniature Lego St Paul's Cathedral!

Intricate mazes, pirate treasure trails through the woods, a circus and waterworks all add to the overall Legoland experience.

Our testers were impressed. "The Lego buildings were amaz-

ing and the electric cars were okay – but not as much fun as our bikes," concluded one little Imp.

Lydia Aydon

● Legoland opens to the public on March 29. The park will then be open daily from 10am to 6pm. Admission is £15 for adults, £12 for children. Tel 0990 626364.

● The Imps can be contacted on 01621 858477.

Win driving days p84

In brief

Honda Civic VTi

Price: £15,495
Engine: 1,595cc, 160bhp
Economy: 25.2mpg
Insurance: Group 15

In brief

Alfa 145 Cloverleaf

Price: £14,884
Engine: 1,970cc, 150bhp
Economy: 22.8mpg
Insurance: Group 14



***Too hot to
handle?***



In brief

Peugeot 306 S16

Price: £16,075
Engine: 1,998cc, 155bhp
Economy: 23.5mpg
Insurance: Group 15

In brief

Volkswagen Golf GTI 16v

Price: £15,575
Engine: 1,984cc, 150bhp
Economy: 28.1mpg
Insurance: Group 16

In brief

BMW 318ti

Price: £15,650
Engine: 1,796cc, 140bhp
Economy: 27.7mpg
Insurance: Group 12

Two scorchers are blazing a trail through the sports hatch market – Alfa's 145 Cloverleaf and Honda's Civic VTi. We find out just how good they really are, in a fiery showdown with established rivals

Hot hatch quintet

ABOVE the squealing tyres, you can just hear the commentator's voice. "The race is on to find Auto Express's hottest hatch of 1996.

Heading the pack as they come on to the main straight are two of the new contenders, the Honda Civic VTi and Alfa Romeo's 145 Cloverleaf. It's

neck and neck at the moment, with three more stars hot on the heels of the newcomers in what will be a real international showdown.

"Staring down the exhaust pipes of the flying Jap and the Italian stallion are the current

champion, France's brilliant Peugeot 306, and two rubber-burning Germans, the BMW Compact and the latest version of Volkswagen's legendary Golf GTI.

"But, remember. It's one thing to catch the car in front,

The group test

Hot shots –
Honda's Civic
VTi and Alfa's
145 Cloverleaf
are shaking up
the sports
hatch market



Honda Civic VTi



Headlights are the most obvious change to Honda's usual look

but quite another to pass it. Stay glued as we watch events unfold."

Honda Civic VTi

THERE are two very different sides to the new Civic VTi's character. Give it free rein, as we did at Brands Hatch, and you're left with two abiding memories. Firstly, the engine revs and revs, all the way to 8,400rpm, and secondly, it sounds amazing.

To get the best performance from its 1.6-litre VTEC engine, you have to keep the revs over 5,000rpm. At this speed the engine growls, the acceleration pins you back in your seat and a smile spreads from ear to ear.

Back in the real world, though, it's almost too docile – unless you work at it. There's enough low-



down power to zip in and out of slow-moving traffic in town, but mid-range punch is sorely lacking. Overtaking can demand you shift down a gear to ensure immediate throttle response, but the gear-change is slick and clutch smooth.

The brake pedal has a good progressive action and the system is effective, hauling the car safely down from speed. Impressive handling is one of the Civic's



+ Superb performance, great engine note, practical cabin
- Engine needs revving hard, lifeless steering, tiny boot

Fact file

Basic price: £15,495
Engine: 4cyl in-line
Capacity: 1,595cc
Peak power: 160/7,600 bhp/rpm
Peak torque: 153/7,000 Nm/rpm
Transmission: 5spd manual, fwd
Steering: assisted
Brakes F/R: vented discs/discs
Anti-lock: standard
Tyre size: 195/55 R15
Dimensions: H 1,375mm
W(inc mirrors) 1,925mm
L 4,190mm
Wheelbase: 2,620mm
Kerb weight: 1,250kg
Fuel tank: 45 litres
Load volume: 225/600 litres
Warranty: 3yrs/unlimited mileage
Anti-corrosion: 6yrs
Recovery: 2yrs AA
Insurance: Group 15



Cabin is spacious in the front, though it lacks a sporty feel

strengths, as the twists and turns of Brands proved. It's a safe, fun, little buzz-box that won't bite back if you do something silly.

The power-assisted steering places the Civic accurately in corners, but lacks the kind of feedback you want in a car this



Pictures: NATHAN MORGAN/PAUL DEBOIS. Thanks to Brands Hatch Circuit

Alfa Romeo 145 Cloverleaf



Thoroughbred styling provides unique, attractive appearance

quick. You don't have the feeling of involvement that makes some of its rivals here such a thrill to drive, though it's still enjoyable.

Generally, we have no complaints about the ride. Across country it feels fairly composed, although a succession of bumps can set the car bouncing. Even cruising on the motorway, it feels slightly twitchy.

Under the rounded lines of the three-door Civic lurks a cabin that's practical but dull. With excellent headroom, a rake adjustable steering column and a seat base that tilts, tall testers had no trouble getting comfortable. Short drivers, however, found the wheel awkwardly positioned when the seat was forward. The dash is well laid-out with clear dials and chunky switches, and in



the back you'll find room for two six-footers.

The only chink in the Civic's armour is the boot, which will only take two suitcases, unless the 50/50 split rear seat is folded.

Alfa 145 Cloverleaf

STYLE, that's what the 145's got, and more than its fair share too. In Cloverleaf guise, this Alfa looks

- + Distinctive looks, strong engine, plenty of fun
- Awkward driving position, lacks quality feel inside



Fact file

Basic price: £14,884
 Engine: 4cyl in-line
 Capacity: 1,970cc
 Peak power: 150/6,200 bhp/rpm
 Peak torque: 187/4,000 Nm/rpm
 Transmission: 5spd manual, fwd
 Steering: assisted
 Brakes F/R: vented discs/discs
 Anti-lock: standard
 Tyre size: 195/55 R15
 Dimensions: H 1,417mm
 W (inc mirrors) 1,960mm
 L 4,257mm
 Wheelbase: 2,540mm
 Kerb weight: 1,240kg
 Fuel tank: 61 litres
 Load volume: 320 litres
 Warranty: 3yrs/60,000 miles
 Anti-corrosion: 8yrs
 Recovery: 1yr AA
 Insurance: Group 14



Raised driving position minimises legroom despite adjustment

every inch an Italian thoroughbred, sitting low on its sports suspension with Speedline alloy wheels filling out the flared arches.

Nestling behind the slats and curves of its slender nose is a 2.0-litre Twin Spark engine with enough power to hold its own in ►

The group test



Peugeot 306 S16



Steering wheel is height adjustable, and driving position good

such fierce company. Its 150bhp is delivered to the accompaniment of a rasp from the exhaust which has the spine tingling.

Of the group, this is the one that most charms its driver, with huge helpings of character which make it a real pleasure to drive. Unlike its fellow newcomer, the Civic, the 145 has a broad spread of power, making it more flexible and willing.

Charges

Pulling smoothly from as low as 1,500rpm, the Cloverleaf charges on to a heady 7,000rpm and sets a pace along the way which will please every hot hatch fan. Touch the accelerator and the engine spins away merrily, reacting instantly to your right foot's commands. The deft response can work against it in stop-start traffic, though, where it is sometimes jerky.

Overtaking is swift and safe and, with a fairly smooth gearchange, it's no hardship to keep up the pace. Progress is aided by the lowered sports suspension, fat tyres and competent chassis dish out plenty of grip and first class entertainment.

It's not quite up to the standards of the Peugeot 306, but it won't leave you disappointed by any means, and ride comfort is quite acceptable for a hot hatch. The steering is sharp as you flick the nose into corners, but more feedback would not go amiss.

What may cause some drivers problems, though, is the raised



driving position. Sitting high up, your legs don't have much room to stretch out, despite height adjustment on the seat and wheel.

The dials and switches on the central console are clear, but the stalk controls are too cluttered and take some getting used to. An unusual feature is the sculpted fascia which curves away from the passenger's knees to give more space.

There's room in the back for two adults, and a pair of rear headrests aid comfort. The boot is on the small side, though, and the parcel shelf is made from flimsy vinyl. But the upmarket feel is boosted by a six-disc CD stacking system as standard.

Without a doubt, this is one of the most engaging hatches around and marks a welcome return to form for the Italians.

Peugeot 306 S16

THE ever-evolving 306 S16 has led its class since birth and still epitomises all a hot hatch should be. It's stylish and rewarding, but most of all, fun to drive.

Bolstered half-leather seats grip



+ Stylish looks, faultless chassis, fabulous steering
- Notchy gearbox, cramped rear, slightly soft brakes

Fact file

Basic price: £16,075
Engine: 4cyl in-line
Capacity: 1,998cc
Peak power: 155.6, 500 bhp/rpm
Peak torque: 186.3, 500 Nm/rpm
Transmission: 5spd manual, fwd
Steering: power assisted
Brakes F/R: vented discs/discs
Anti-lock: standard
Tyre size: 195/55 R15
Dimensions: H 1,365mm
W(inc mirrors) 1,940mm
L 3,995mm
Wheelbase: 2,580mm
Kerb weight: 1,160kg
Fuel tank: 60 litres
Load volume: 338/637 litres
Warranty: 1yr unlimited mileage
Anti-corrosion: 6yrs
Recovery: 1yr AA
Insurance: Group 15



Bolstered half-leather seats grip driver and passenger snugly



Alloy wheels included as standard add style to top performer

you snugly, the small sports wheel gives a go-kart-like feel and the punchy 155bhp 2.0-litre engine just begs to be used. Add excellent steering, a great chassis and sharp throttle response and you have a car that's both easy and entertaining to drive.

Cornering stability is helped by Peugeot's passive rear-wheel steering system, which slightly turns the back wheels in relation to the front. As a result, the 306 flows through bends like nothing else tested here.

No journey seems too demanding for this 306. Whether you're tackling the rigours of a race track or dicing with busy high street traffic, it has the

capability to take it all in its stride. And the real beauty of the S16 is that sporty handling is not at the expense of a comfortable ride.

Poor surfaces are well absorbed, with only major bumps ruffling the car's composure.

The gearchange isn't as smooth



VW Golf GTi 16v



Comfortable seats and clear dashboard are major plus points



Fact file

Basic price: £15,575
 Engine: 4cyl in-line
 Capacity: 1,984cc
 Peak power: 150.6,000 bhp/rpm
 Peak torque: 180.4,800 Nm/rpm
 Transmission: 5spd manual, fwd
 Steering: power assisted
 Brakes F/R: discs/discs
 Anti-lock: standard
 Tyre size: 205/50 R15
 Dimensions: H 1,425mm
 W (inc mirrors) 1,890mm
 L 4,020mm
 Wheelbase: 2,475mm
 Kerb weight: 1,090kg
 Fuel tank: 55 litres
 Load volume: 330/1,162 litres
 Warranty: 1yr/unlimited mileage
 Anti-corrosion: 6yrs/paint 3yrs
 Recovery: 1yr 'on call'
 Insurance: Group 16

as in some of its rivals, as the 306 has a notchy feel, and the brake pedal could do with more feedback. The only other criticism is that drivers with large feet might find the pedals too close together and the footwell too cramped.

Height adjustment on both steering wheel and driver's seat ensure comfort, while lumbar adjustment for the driver is a welcome luxury.

Two passengers can ride in comfort on the rear seat. Three adults, however, would be a bit of a squeeze.

VW Golf GTi 16v

THIS is where it all began. Hot hatch mania took off in 1976 when Volkswagen introduced the first Golf GTi. Of course, there wasn't as much competition then as there is now, and today's GTi 16v is right in the thick of it. The Golf's not looking as lean as it used to, with a chubby style that's a little overweight in this company.

But it brings the right weaponry to this race with its two-litre, 16-valve engine dishing out

150bhp to the front wheels. Its motor pulls hard from low down in the rev range, but there's a noticeable shove in the back at 4,500rpm and that's when the pace really hots up.

The slick gearchange keeps the engine on the boil all the time, but the car's disappointing body control doesn't match its performance. When driven quickly the ride deteriorates, and the GTi heaves and wallows.

Charge into a bend and it rolls more than you would expect a sporty car to. Generally, it gives good grip and feels nimble, but it just lacks the crispness of some its rivals.

Brands Hatch was the ideal venue for taking these cars to the

Equipment					
	Civic	Cloverleaf	306	Golf	318
Alloy wheels	●	●	●	●	£430
Sunroof	●	£464	£320	£578	£795
Alarm/immobiliser	£270/●	●	●	D/F/●	£525/●
ABS	●	●	●	●	●
Driver's airbag	●	●	●	●	●
Passenger's airbag	●	ETBC*	N/A	£276	£470
Electric door mirrors	●	●	●	●	●
Air-conditioning	£1,115	£950	£800	£1,386	£1,055
Electric windows	●	●	Front only	Front only	Front only
Steering adjustment	●	●	●	●	N/A
Height adjust driver's seat	●	●	●	●	●

● Standard, N/A not available, D/F dealer fit, £xxx cost option, *available as option from April



Golf GTi 16v

Hot hatch pioneer's latest version has fallen behind the pace

limit and the Golf proved very entertaining. When cornered hard, its nose runs wide and it has

a tendency to lift a rear wheel. Back off the power sharply and the tail tries to slide round, which

hardly makes the Golf feel reassuring. At a gentler pace, though, it's much more forgiving. The steering is good, with lots of feel to warn of the loss of grip, and the effective braking system is backed up with anti-locking and has a progressive, if slightly soft, pedal action.

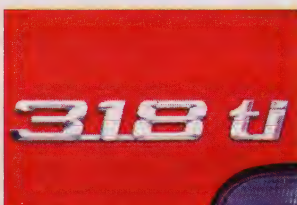
Slick

As a practical, well-built fast family runaround this VW excels. The dashboard is the clearest of these five rivals, with slick-acting switchgear and a useful trip computer.

A fine driving position and superbly comfortable front seats make long journeys less of a chore, and the cabin's stowage space is by far the best in this group. Three can sit quite comfortably on the rear bench, and the boot is a good size too. ►

BMW 318ti Compact

Switchgear is beginning to look dated



BMW 318ti Compact

Fact file

Basic price: £15,650
 Engine: 4cyl in-line
 Capacity: 1,796cc
 Peak power: 140/6,000 bhp/rpm
 Peak torque: 175/4,500 Nm/rpm
 Transmission: 5spd manual, rwd
 Steering: power assisted
 Brakes F/R: vented discs/discs
 Anti-lock: standard
 Tyre size: 205/60 R15
 Dimensions: H 1,393mm
 W (inc mirrors) 1,930mm
 L 4,210mm
 Wheelbase: 2,700mm
 Kerb weight: 1,255kg
 Fuel tank: 52 litres
 Load volume: 325/1,030 litres
 Warranty: 3yrs/60,000 miles
 Anti-corrosion: 6yrs/
 Recovery: 3yrs Mondial Assistance
 Insurance: Group 12

THE Compact is the smallest model in BMW's range, but it shares the same rear-wheel-drive set-up as its larger siblings, which makes it unique in this group. For diehard sports enthusiasts this will be a major plus point, promising maximum thrills and entertaining handling.

However you can't chuck it through corners with the enthusiasm you can its front-wheel-drive counterparts, because the BMW demands a slightly more refined driving style.

There are no hints of the back end stepping out of line on dry roads – if you are sensible. But on wet roads it can lose traction at the rear when pushed hard.

Enjoyment

It feels more grown-up than the conventional hot hatch, lacking the hands-on, adrenaline-inducing feel of true GTIs.

If the steering wasn't on the woolly side – most noticeable when cornering at speed – that directness would be improved. But nevertheless, the Compact is great fun and provides a high level of driver enjoyment.

As hot hatch performance goes, the BMW isn't as potent as most, but it's not far behind. Power isn't delivered as urgently as in the Peugeot or Alfa Romeo, but it revs smoothly all the way to the red line.

You need plenty of revs to keep up with the faster cars here, so it's a shame that gearchanges are not quite up to the slickness of larger BMWs.

The ride, however, proves comfortable through towns and supple on motorways, with no sign of the rock hard suspension normally associated with such racy cars.

Although the Compact's build quality still maintains BMW's



Fixed steering wheel is no problem thanks to adjustable seat

excellent standard, the overall design looks dated and some of the switchgear looks out of place in a modern car.

The fixed steering wheel and slightly offset pedals do not prevent you from finding a comfortable driving position. A full range of adjustment, including height, on the firm but supportive driver's seat, takes care of that.

Head and legroom are fine in the front, but rear room is limited. The bench seat is only big enough for two adults, and they will find legroom very tight, with no space under the front seats to tuck their feet.

Access to the rear is awkward, too, even though the seats tilt and slide out of the way.

Ford Escort automatic p87

Test results

	Civic	Cloverleaf	306	Golf	318
Max speed	128mph	130mph	127mph	132mph	131mph
0-60mph	7.7 secs	8.5secs	8.7secs	8.3secs	9.1secs
30-70 through gears	7.1 secs	8.0secs	8.4secs	7.7secs	8.9secs
30-50 in 4th gear	7.0 secs	7.5secs	7.5secs	8.0secs	8.5secs
50-70 in 5th gear	12.0secs	11.0secs	10.8secs	11.1secs	11.8secs
Rpm at 70mph in top gear	4,000rpm	3,550rpm	3,500rpm	3,200rpm	3,450rpm
Braking 30-0mph	10.2m	10.4m	10.2m	9.5m	8.6m
Economy (tested)	25.2mpg	22.8mpg	23.5mpg	28.1mpg	27.7mpg
Govt urban	30.4mpg	28.0mpg	23.7mpg	26.2mpg	26.4mpg
Govt 56mph	44.8mpg	45.6mpg	45.6mpg	44.8mpg	44.1mpg
Govt 75mph	36.2mpg	35.3mpg	36.2mpg	35.8mpg	35.8mpg



Refined engine, smooth ride, good looks, fun drive



Steering low on feedback, sluggish gearchange



Baby BMW has rear-wheel drive, which makes it entertaining but calls for care in wet corners



Roomy luggage space will easily accommodate bulky items

ae Verdict

AFTER the chequered flag had fallen at the end of the race, it was no surprise to us which car claimed pole position on top of our podium.

The 306 wasn't the fastest of the five, but its balance through corners, its superb ride (which isn't at the expense of handling) and the all-important fun factor secured it the coveted winner's laurels.

In second is the Alfa, which does so many things well it gave the 306 a real run for its money. Not only does the Cloverleaf perform excellently, but it sounds fantastic too – a

car the Italians can be proud of.

With F1-inspired engine technology, the Civic is the quickest of the five, is fun to drive and has an engine note to die for. If the driver didn't have to work it so hard and there was a greater feeling of involvement, it would have finished higher.

The two German cars crossed the line almost side by side. Although the BMW can't match the performance of some of the others, it compensates with a fine rear-wheel-drive chassis and a solid feel.

The VW is still a neat car, practical and with good performance, but as an entertaining driving

Rating

- 1 Peugeot 306 S16
- 2 Alfa Romeo 145 Cloverleaf
- 3 Honda Civic VTi
- 4 BMW 318 ti Compact
- 5 Volkswagen Golf GTI 16v

machine the GTI that started the 'hot hatch' craze sadly now finds itself left behind, outclassed by younger upstarts. ■

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You and your car



Cracking crime

Product test

Forget fancy alarms. If thieves want to get into your car, they'll just smash a side window. New research, however, is helping glass hold its own against attack

76 • March 8, 1996 • Auto Express

WHAT security devices are fitted to your car? You may have a state-of-the-art alarm, the latest hi-tech immobiliser and an indestructible steering-wheel lock. But these count for nothing if a crook is bold enough to smash his way in.

A car's side windows are its weakest spot. Little more than a tap with a blunt object will shatter them, leaving your handbag,

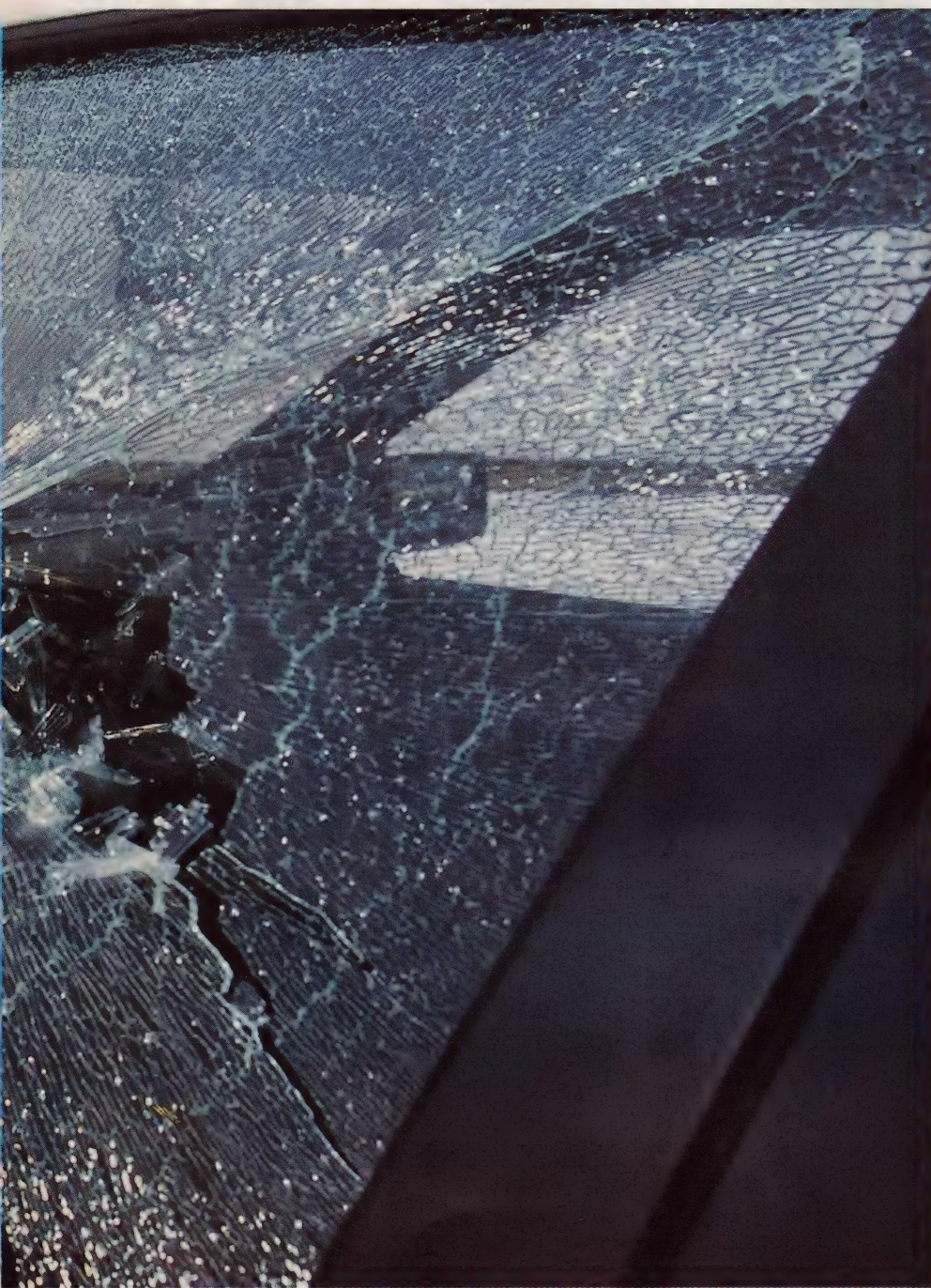
mobile phone or briefcase exposed. No alarm will stop them if they know they can make a quick getaway. And, as our shocking report on car 'jamming' (Issue 385) showed, you aren't safe even if you're in the vehicle.

The problem is that, while most UK cars have a laminated front windscreen, the side glass is merely toughened. A laminated screen struck by stones or other

objects will not shatter or craze. Usually, there's just a small crack. Toughened glass, on the other hand, is easy to smash despite its name, and thieves know it.

But makers refuse to fit laminated windows in the sides and rear, largely due to the extra cost and weight it would add to the car. There are other problems, too.

Many motorists fear being trapped in a car. And, in side-on



accidents, the occupants' heads may well hit a door window. If that is fitted with toughened glass, it shatters quickly. Laminated windows are less likely to break, increasing the risk of serious head injuries or even a broken neck.

So what's the answer? Toad believes it has found one. It has developed Secur-Fix – a transparent, laminated polyester film which is stuck to the inside of the side window. Then, if the glass is struck from the outside, it will craze but not break.

The film is scratch resistant, virtually undetectable and contains an ultra-violet filter which prevents sunlight fading interior trim. Once fitted, no maintenance or re-application is required.

The product can be applied to all types of side glass, although heating elements in rear windows mean it can't be used there.

Security film has three main advantages. It will inhibit a thief intent on stealing from your parked car, protect the driver and vehicle contents from mobile mugging and, by holding glass fragments together, prevent cuts in the event of an accident.

Weapon

It is not unbeatable. Simple physics dictate if you hit anything hard enough for long enough, it'll break. But this entails time and noise, both of which are at a premium for the opportunist

thief. It also means the crook will have to conceal a large weapon, such as a crowbar.

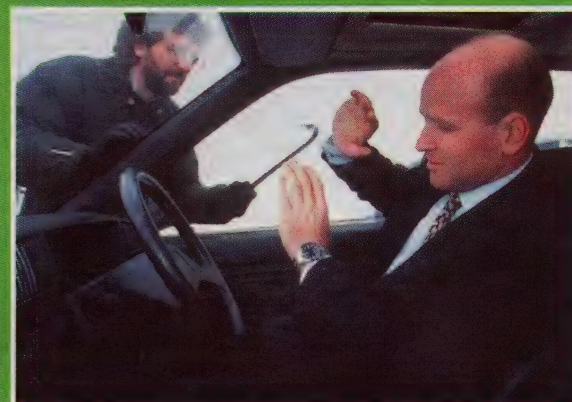
With Secur-Fix film, there is no fear of being trapped in your car after a crash. As our photo shows, pushing out the side windows is simple and dangerous shards of broken glass stick safely together.

Proof this film really does work can be seen on Toad's BMW 325i convertible demonstrator. The car rolled in a motorway crash and, although the damage was considerable and the windows shattered, they remained in one piece.

So what does it cost? For a small vehicle like a Fiesta or Mini, it would be around £200. A medium-sized car would cost



Glass is removed prior to film being fitted. The laminated polyester is scratch resistant and needs no maintenance



Once film is in place, thieves would need a heavy weapon – such as a crowbar – to have any chance of breaking in



The glass will now craze when hit, but not break. Film holds shards in place, protecting the car's occupants



In the event of an accident, the complete window can be pushed out, allowing driver and passengers to escape

£250 and larger vehicles, such as big 4x4s, would set you back around £300 to £350. All these prices include VAT and installation. Replacing a single window if the glass was broken would cost around £50 to £60, depending on the car. Many insurers are currently

evaluating Secur-Fix. Toad has a freephone number (0800 387743) which will tell you where you can obtain insurance discounts of up to 10 per cent. For more information on this special film, contact Toad Secur-Fix on 01223 214555.

Dave Pollard



Secur-Fix-treated windows shattered but held in roll test

World debut

Luxury car maker BMW is the first to fit aircraft-style laminated glass

SHATTER-RESISTANT glass is being offered as an option in BMW's new 7-Series.

Attack it with a hammer or pickaxe (I tried both!) and the glass will certainly be severely damaged, but a potential thief will not gain access to the car's interior.

This introduction of new windows and windcreens is a world first. And the German manufacturer says the technology provides "unsurpassed protection against those with a dishonest interest in other people's property".

BMW's new laminated glass consists of an intermediate polycarbonate layer embedded in a special foil and sandwiched between two sheets of glass.

Polycarbonate is an

immensely tough material which has been used in the aviation industry for many years to strengthen the windows in jet aircraft.

According to BMW, no light is lost with this intermediate foil, but the laminated glass absorbs so much energy even blows from a hammer or axe cannot easily penetrate. Anti-splinter properties also prevent glass shards flying around inside the car, endangering occupants.

In the event of an accident, the company says locked doors will automatically unlock, so breaking the glass to rescue occupants will not be necessary.

But BMW does warn that its tough new glass is not bullet-proof.

Mike Rutherford



Neither hammer nor pickaxe will penetrate the laminate

New products

Tiny wing mirror has a big future

YOU may well be familiar with the horrible 'thwack' signalling the end of your door mirror as you drive a little too close to the gatepost. But the pioneering invention of a British family firm could make this nightmare noise a thing of the past.

Automotive management group, de Montfort, has devised a mirror so compact it sticks out no further than the widest part of the car, making it virtually impossible to snag. Working on a principle not dissimilar to the periscope - 'bending' light within a confined space - the firm has managed to shrink door mirrors so they are virtually unrecognisable.

De Montfort reckons that within years, most major motor manufacturers will be fitting these to their cars, confining standard mirrors to the parts bin of history.

It could also make the family company very rich indeed. Four worldwide firms are already negotiating with de Montfort in a race to fit the miniature devices to new production models.

The Milner Mirror (it is named after its inventor) has other advantages, too. It is so sleek it significantly cuts a car's drag factor, meaning the engine economises on fuel. According to the manufacturer - a Lichfield firm headed by Barrie Wills - Britain's fuel bill would be slashed by around £250 million if every car was fitted with this mirror. It is also half the weight of a conventional powered unit, representing an important saving to car makers.

Inventor Peter Milner, one of



Milner Mirror protrudes no further than widest part of car



Barrie Wills heads family firm

five de Montfort partners, claims the prisms project an image just as clear as any conventional mirror. He adds that the new device will fit any make of car.

"We can also incorporate electric or manual adjustment and an electric-chromatic dimming to prevent a driver being dazzled by the car behind," he said. "It avoids the extra cost and weight of a conventional folding mirror, too."

It has taken de Montfort seven

years and £1 million to develop the device, as the prism requires precise manufacturing standards at the cutting edge of technology.

"At a time when all vehicle makers are seeking every means to reduce running costs and save weight, the Milner Mirror represents a significant breakthrough," said Mr Wills.

US giant General Motors has used the prism technology in its radical impact electric car. Now de Montfort is signing licence agreements with a division of Fiat and a huge Canadian components firm.

Mr Wills - his other partners are wife Cathryn and daughters Keri and Sian - said: "We have not recouped our investment yet, but we expect the royalties to be in seven figures after the licensing agreements have been signed and the idea becomes commonplace."

David Williams



New mirror design gives a more streamlined shape and reduces drag

Why and How?

THE idea came at a motor show, where not one concept car included wing or door mirrors. "A designer told us mirrors ruined the look and spoiled wind-resistance," says Mr Wills. So Peter Milner spent seven years perfecting a prism which reflects an image through an outer prism, to an inner correcting prism to the driver's eye, via a mirror inside.

A second bite at justice

YOU may have the right of appeal if motoring matters don't go your way. Advisers from the DAS 24-hour legal helplines look at the procedures and assess your prospects of success.

Q THE council wants to chop off part of my front garden to widen a junction. Do I have any rights of appeal?

A YOU generally have a right of appeal. You must find out what authority the council is acting under to determine to whom and how you apply.

Q MY car insurance lapsed and I am half to blame for an accident in which the other driver suffered leg injuries. He is claiming substantial compensation. How can I challenge the figures? I do not have a lot of money for legal assistance, so where can I turn for help?

A YOU need to see his medical evidence of the claim. If you dispute it, instruct your own medical expert. Secondly, speak to a solicitor, who can advise on payment methods.

Q POLICE will not prosecute a driver who knocked over my motorbike, damaging the fairing. I

now have a couple of witnesses to the incident. How do I take action, or can I appeal to the police to reopen my case?

A TELL the police about the witnesses so they can decide if there's enough evidence to support a criminal conviction. But there is nothing to stop you taking out a civil action for compensation.

Q I HAVE been heavily fined at a magistrates court for speeding and careless driving. But I dispute the version of events given by the police. Can I appeal?

A UNDER Section 142 of the Magistrates Court Act of 1980, magistrates may reopen a case and vary or rescind any sentence, provided an application is made within 28 days.

Q I CANNOT believe a speeding offence recorded on a Gatso camera, and think another car overtaking me was to blame. Can I appeal against the charge without having to go to court?

A WITHIN 14 days of a speeding offence recorded by a Gatso, a Notice of Intended Prosecution is sent, requesting details of the driver at the time

of the incident. If details suggesting inaccurate evidence – such as the camera not working properly – are accepted, the charge may be withdrawn.

Q WHAT arbitration can I use to settle a minor dispute in which neither driver wants to involve insurers?

A FOR disputes under £3,000, a compulsory arbitration scheme operates in the small claims court. The procedure is relatively inexpensive and more informal than the county court. However, you must inform your insurers of all accidents involving your vehicle, even if you don't intend to claim.

WHILE DAS endeavours to verify the accuracy of the information provided, this cannot be guaranteed. For further advice on DAS policies and how to get them you can contact their marketing department on 0117 934 2000. You must have a DAS policy to qualify for free legal help.



Illustration: JAMES CROFT

Tyre test

Tracks made for sportsters

GERMAN tyre giant Continental is aiming to grab a slice of the growing sports tyre market with the launch of the ContiSportContact.

The new V/Z-rated (up to and over 150mph) tyre already has the blessing of BMW, Audi, Mercedes-Benz and Porsche, which is fitting the new tyre as original equipment.

Its predecessor, the CZ91, was a directional tyre, meaning it had to be fitted on the rim the right way, and on the correct side of the car. But car makers don't like this, as it can lead to production line problems, and Continental

wanted a slice of the original equipment (OE) market without these pitfalls. Therefore, its new asymmetric ContiSportContact still needs to be fitted to the rim correctly, but it can be used on either side of the car.

At the Barcelona grand prix circuit we tried two Porsche 911s – one fitted with Conti's latest sports contender, the other with Porsche favourite, the Pirelli PZero.

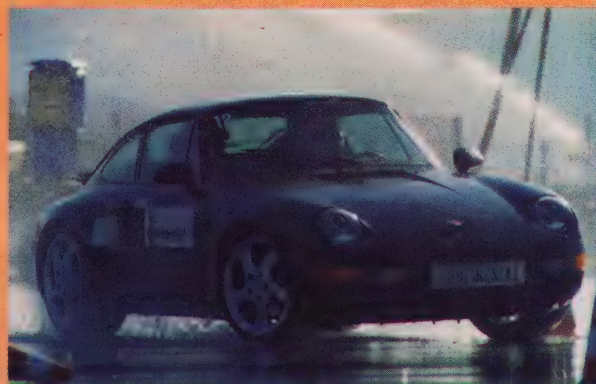
The Conti was noticeably more progressive and forgiving. Pirelli's PZero was stiffer, slightly less comfortable and initially felt as though it had greater grip but



Tyre will fit either side of car

its breakaway was more sudden, albeit at higher speed.

Lap times were not available but our guess is there is very little between the two although the Conti, with more progressive behaviour, is more user-friendly and its performance did not diminish after several hard laps.



ContiSportContact tyre performed very well on wet track

We also tried the ContiSportContact on a 911 in the wet. Again it proved progressive with a gentle, predictable breakaway. Its non-directional design means anti-aquaplaning performance is not as good as the asymmetric, directional CZ91 but Conti claims it is a match for its rivals.

Conti also aims to compete on price. The tyre will be available from next month, in 14 sizes from 16 to 19-inch rims, 35 to 55 profile and 205 to 265 width. One 15-inch tyre will be sold – a 195/45. The full range should cover about half the models in the sports/luxury market.

Ask the experts

Star Letter

Q MY 1990 Fiat Tipo DGT SX is a great car with an annoying fault – the heater. Inside the car, I can hear water sloshing about like smalls in a washing machine, and it takes ages to get warm. I've checked for leaks and found none. Help!

Paul Hutson, Kidderminster, Hereford & Worcester

A THERE'S probably air trapped inside. To bleed it out, undo the cooling system's bleed screws. Or detach the highest heater hose, release the pressure cap, wait until coolant comes out, then do up the hose. If the level in the system header tank isn't above the hose, fill it so that it is, or pressurise the system beforehand; only run the engine for a few minutes first, or the engine/coolant will be scalding hot.

BOSCH

The writer of our star query gets a free Bosch car battery, wiper blades and spark plugs. Make sure you include details of your car.

Q MY 1989 Vauxhall Nova 1.2 Merit makes a 'pinking' noise. I've decoked it with Redex, adjusted the carbon monoxide emission, retarded the ignition timing and fitted a new vacuum advance unit to the distributor, to no avail. What next?

Scott McLean, Midlothian, Scotland

A IT sounds as though your cylinder head needs a decoke. Unfortunately this involves the removal of the cylinder head and valves. While everything is dismantled the valves should be ground in to their seats and new valve stem oil seals fitted. If the car is used for a lot of short journeys or was run on cheap petrol before fuel additives were improved, carbon will have built up on the pistons, combustion chambers and the backs of the valves.

Q I CAN hear a vibrating/buzzing noise from the dashboard of my '93L Mondeo 1.8, but only when accelerating between 1,000 and 2,000rpm. My dealer thinks it's a loose wiring loom or loose dashboard, but I don't think it's either.

Mr A Gowan, Glasgow, Scotland

A ENGINES and transmissions can develop oscillations which travel through the car body, resonating components not insulated by rubber or foam. Locating the source of these vibrations can be very difficult. We advise driving the car with the dealer's service engineer alongside you so he can try to pin it down.

Q MY 1989 Rover Vitesse Auto has a cold-start problem. When I select Drive the car jerks forward for a few yards then the engine stops. This continues until the engine is warm.

Alan Dyball, London NW10

A THE engine control systems on the 827 are complex, but the central control unit logs faults and has a self-diagnosis function which can be read with the right equipment. Many vacuum pipes are used as part of the engine control system – a leak or fault here could also affect engine operation. Take the car to a Rover dealer which has dedicated diagnostic equipment.

Q MY 198,000-mile Vauxhall Carlton 2.3 Diesel has a troublesome starter motor which I've had rebuilt four times in one year. This is due to the plastic gears in the motor chewing up, then the whole motor jams. Auto-electrical specialists can't help. What do you think the problem is?

H Robinson, Dagenham, Essex



Your motoring queries are answered by the RAC's experts and Auto Express staff. If you have a car problem send it to Auto Express and we guarantee to answer it within 28 days

A THE starter motor has no nylon gears, but it does have a nylon carrier on which the gears are fitted. Failure of this carrier could be caused by wear of the starter motor. If the motor is in good condition, the fault could be due to wear of the starter ring-gear on the flywheel. This may be jamming the starter, placing undue stresses on the carrier. Check the condition of the ring-gear through the starter motor opening, using a small mirror and a torch. At this mileage, it's time you had a new starter motor anyway.

Q MY 1984 Rover SD1 3500 has an annoying brake squeal that I can't cure. I have tried everything – new pads, chamfering the pad leading edges, cutting a groove in the pad surface, applying copper grease to their pad backs, and even sticking on anti-squeal backings. Nothing has worked.

Kevin Paruma, Sale, Cheshire

A MANY brake squeal problems stem from a build-up of brake dust around the caliper, but routine servicing should eliminate this. You haven't mentioned deglazing the disc faces, so try that, using 400-grade glass cloth. If this doesn't work, a new set of brake discs and pads may be required.

Q THE suspension on my 1990 Nissan Bluebird 1.8 GS Automatic has never been very good, emphasising every minor bump and rut, but lately it's been much worse. Can I do anything to improve it? If the car needs new front struts and rear shock absorbers, do you know how much this would cost?

Mr WJ Dunn, Hurworth-on-Tees, Durham

A YOU should get your Nissan dealer to drive the car and advise whether there is a fault with the suspension struts, ball joints or bushes – or whether it's just a characteristic of this car. The cost of replacing the front suspension legs and rear shock absorbers is about £250.

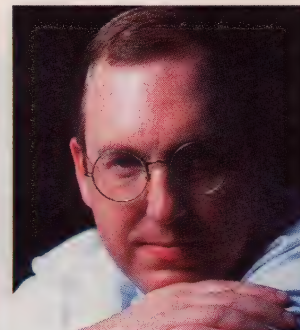
How do you do that?

Diagnosing faults with electronic injection/ignition systems
Most new petrol-engined cars have electronically controlled fuel-injection/ignition systems.

They can be frustrating for DIY mechanics, as there are no mechanical devices to correct if you have a misfire, for instance – the electronics need 'interrogating' with hi-tech diagnostic equipment.



Now equipment manufacturer Gunsons has produced a Fault Code Reader which will pinpoint a host of faults. It won't cure the problem but at £45 plus VAT, it's a useful short cut.



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London SE1 9UX.

What to do

YOU'VE bought a faulty new car and the dealer doesn't want to know. Or perhaps your car has been ruined by careless servicing. What can you do?

Every week Auto Express readers write in for our help to solve disputes over their new cars. Our weekly Trouble-shooter feature reports on some of the cases we have investigated.

Most readers who ask for help have already acted against their own interest by allowing dealers to try to repair faults under warranty.

Forget the warranty – if your car has a fault when delivered or immediately after, reject it and demand all your money back. You have an absolute legal right to do this, if you don't delay. Nobody has to accept and pay for unsatisfactory goods.

This also applies to used cars bought from traders, except then you must be reasonable. For example, you couldn't reject a used car because of paint damage that was present when you inspected the car – which you should have noticed – or for any fault mentioned to you before you bought. Also, don't waste time arguing with the car maker or importer – only the dealer who took your money is answerable to you under the law.

Remember, we only deal with complaints accompanied by the Trouble-shooter coupon. All we ask in return is your co-operation should we decide to report on your case in Auto Express.

Ford's seen the light

CAN you demand a brand new car just because of a faulty warning light? The Auto Express Trouble-shooter team says yes!

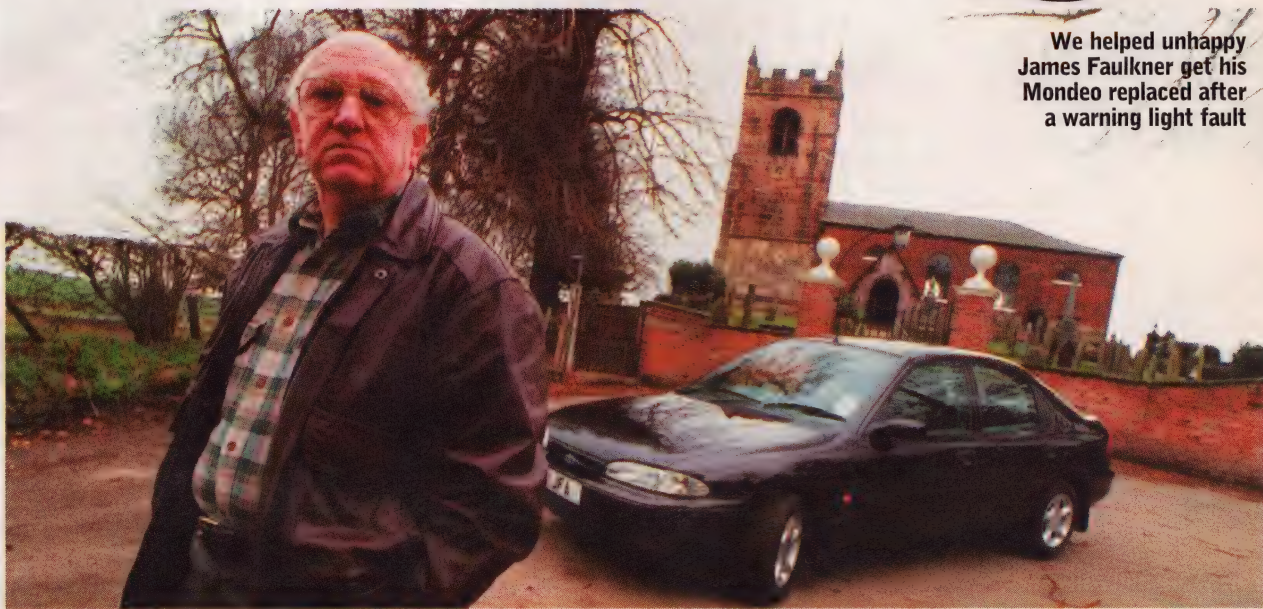
Reader James Faulkner of Stoke-on-Trent became worried when the function-check warning light on his new Ford Mondeo 1.8 GLX often stayed illuminated for too long when he started the engine. An annoyance and something worth complaining about.

After five unsuccessful attempts by the dealer to cure the problem it seemed something far more serious could be wrong.

Ford told James that a revised module for the electrical system would not be available for some months. They added that a faulty warning light wasn't a valid reason to ask for his money back.

James then turned to Auto Express for help.

We contacted Chatfield Ford of Hanley, Stoke, who supplied the car, and argued that James had a case not simply for exchange but



We helped unhappy James Faulkner get his Mondeo replaced after a warning light fault

for a full refund under the 1994 Sale and Supply of Goods Act.

Ford replied: "There is no manufacturing concern of defect." So

we retorted: "That's like telling a buyer: Of course your car won't start; we wrongly wired the ignition – but we aren't concerned."

That did the trick, because only days later James was offered a brand new Mondeo under the Ford Commitment programme –

which he accepted. A happy ending, but we still believe he could have demanded his money back if he'd preferred.

Key facts

HOLIDAYMAKER John Hocknell was all out of 'lock' when the immobiliser/ignition key for his Citroen ZX went kaput while touring in France.

He paid out to have it disconnected and when he got home he contacted supplier, Speeds Citroen of Fenton, Staffs, which agreed to meet the bill. But it didn't, finding "one excuse after another".

After we contacted Speeds, John was refunded. But carrying a spare key would have saved him a lot of bother.

Happy ending to Tigra tale

THE order for a new Vauxhall Tigra coupé was placed, the trade-in value for the old car was amicably agreed and Mr A Ellis of Lancing, West Sussex, was eagerly looking forward to taking delivery – but he would have a long wait...

He placed the order in April of last year, yet it wasn't until mid-July that the new Tigra finally arrived at the dealer's showroom. And when it did, Mr Ellis was informed that his old car had lost around £1,000 in value, and he would have to pay half the depreciation costs.

He paid the £500 initially, but then had second thoughts and decided to write to Auto Express and complain.

We contacted dealer Evans Halshaw, of Portslade, to say that the moment the order was placed and the allowance for the old car had been agreed, a contract existed. Any attempt to extract more money from our reader would be in breach of the contract.

Mr Ellis's money has now been repaid in full – and a free service for his new Vauxhall has been thrown in for good measure!



Tigra delivery took so long, trade-in car devalued by £1,000

Goodbye dud buy

THE second-hand Vauxhall Cavalier estate looked the perfect buy for Ian Cakebread. And, at £2,699, the price for the 1987 model was right.

But three weeks and a whole lot of trouble later, Ian was fighting to get out of the deal and have his money refunded.

When testing the car, Ian had noted rattly steering, 'lumpy' engine running and a gearbox prone to sticking in third.

"The salesman assured me all the faults would be fixed before collection, so I bought it," said



Our letter helped Ian Cakebread out of terrible Cavalier deal

Ian. "But the car was no better." Dealers Camden Motors of Kempston, Bedfordshire, refused to refund Ian's money – until we

wrote explaining his rights. But before he could show Camden our letter, its head office stepped in and refunded Ian immediately.

Send this coupon

Complete this form and send to Trouble-shooter

Name

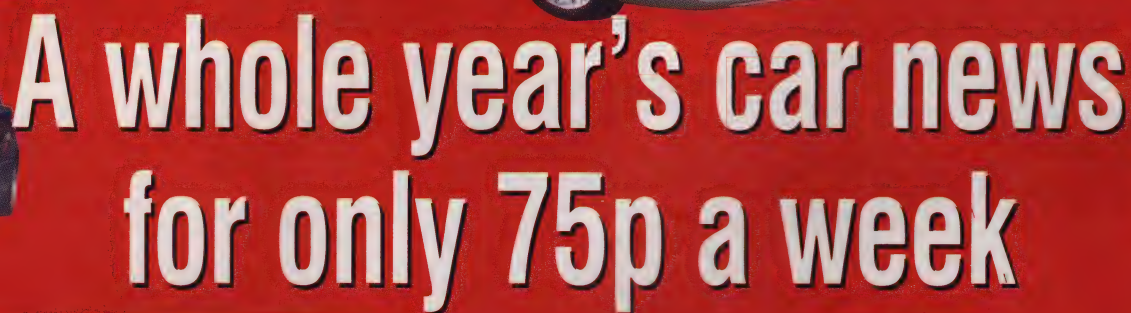
Address

Daytime phone number

Attach brief details, these must include: ● The fault(s)

● Exact date of purchase ● Make and model ● Registration number ● Full title and full address of selling dealer

For insurance cases, quote both the policy number and the claim number with the insurer's full title and address.



The car news weekly - direct

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AA Out and About with the AA

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AA Roadwatch

For the latest traffic news

906 National Motorways
907 West Country
908 Wales
909 Midlands
910 East Anglia
911 NW England
912 NE England
913 Scotland
914 Northern Ireland
London and the South East
915 Area within M25
916 Essex, Herts, Beds, Bucks, Oxon, Berks
918 Hants, Surrey, Sussex, Kent
920 M25 and link roads

AA Weather watch

All the latest forecasts

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417 London and the South East
418 West Country
419 Wales
420 Midlands
421 East Anglia
422 NW England
423 NE England
424 Scotland
425 Northern Ireland

Calls charged at 39p per minute
cheap rate, 49p at all other times

AA DEVELOPMENTS LTD, NORFOLK HOUSE, PRIESTLY ROAD, BASINGSTOKE.

LONDON/SOUTH EAST

A40 Western Avenue Contraflow between Hilary Road, Acton and the Northern Roundabout, White City
A406 Upper Edmonston North Circular Road, work continues on Lea Valley Viaduct
A406 Finchley North Circular Road, width reduced A1 to A1000
A12 Wanstead Eastern Avenue, width reduced between the Redbridge Roundabout and High Street eastbound
A4 Chiswick Great West Road, one lane overnight on elevated section
M4 Berkshire Contraflow between J6-J9 (Slough-Maidenhead)
M25 Surrey Lane closures and contraflows J6-J8 and J9-J10
A247 Surrey Roadworks Clondan BR Station to Clondan Park
A509 Buckinghamshire Roadworks on Wellingborough Road, Olney and junction with Lavendon Road
A249 Kent Stockbury Roundabout, delays from M2 to Kingsferry Bridge

MIDLANDS/EAST ANGLIA

M6 West Midlands Width restrictions between J5 and J6 (A452 - Spaghetti Junction)
A6 Leicestershire Contraflow from J24 of M1 to Sawley Island
M69 Leicestershire Link road from M69 to M1 closed at J21. Diversion in operation
M6 Staffordshire North and south-bound sliproads closed at J11 (A460)

WALES/WEST COUNTRY

A48 West Glamorgan Lane closures at Wychtree Roundabout, Morriston
A483 West Glamorgan Contraflow on Fabian Way, Swansea
A547 Gwynedd Temporary traffic lights near A55 Llandudno
M4/M5 Avon Restrictions at Almondsbury, Aust and M5 J18
A4 Avon Temporary traffic lights on Newbridge Bridge, Bath

NORTH

M1 West Yorkshire Leeds, contraflow at J47 (end of motorway)
M6 Cheshire Work continues between J20-J21 (Lymm-Croft)
M6 Greater Manchester Lane closures J24 to J26 (Ashton-M58)
A630 South Yorkshire At Rotherway in Canklow contraflow, delays
A5063 Greater Manchester Trafford Road, lane closures Pomona Strand
A167M Tyneside Newcastle Central Motorway, lane closures northbound at Jesmond Road junction

Scotland

M8 Strathclyde Lane closures J26 to J27 (Hillingdon-Arkleston)
A749 Strathclyde Dalmarnock Bridge, Glasgow closed southbound
M90 Tayside Lane closures both ways at J10 (Friarton Bridge)

Northern Ireland

A26 County Tyrone Omagh bypass, roadworks at Derry Road junction

Television

Friday, March 8

07.30, 10.30, 17.00, 21.00 **Eurosport: Formula One: Australian GP Practice**
22.00 **Discovery: Classic Wheels: Renault** The story behind a youth who built a car in the shed
22.45 **Westcountry: Film: Licence to Drive** (1988, Comedy) Two US teenagers get on to four wheels and live life in the fast lane

Saturday, March 9

01.50 **BBC2: Australian Grand Prix** Qualifying
04.20 **Scottish: Knight Rider** With KITT
07.00, 10.00 **Eurosport: Formula One: Australian Grand Prix** Qualifying
13.15 **BBC1: Motor Racing** Australian Grand Prix qualifying session
14.00 **LWT: Film: Carry On Cabby** (1963, Comedy) Sid James, Hattie Jacques. Peggy Hawkins sets up 'Glamcabs', a taxi firm staffed by girls in skimpy uniforms. (b/w)
14.55 **Westcountry: Knight Rider**
17.30 **Sky Sports 2: Opposite Lock - International Motorsport**
18.00, 21.30 **Eurosport: Formula One: Australian Grand Prix** Qualifying
22.30 **Eurosport: Formula One: Australian Grand Prix** (Live) Morning warm-up session
23.00 **Eurosport: International Motorsport Report**

Sunday, March 10

00.00 **Eurosport: Formula One: Australian Grand Prix** Morning warm-up session
00.05 **Channel 4: Blue Light Zone: Joyride**
02.45 **BBC2: Australian Grand Prix Live**. SEE PICK OF THE WEEK 1
03.00 **Eurosport: Formula One: Australian Grand Prix**. (Live)

Pick of the week 1



THE 1996 Formula One season gets the green light Down Under in Grand Prix on Sunday, March 10 (BBC2, 2.45am), when viewers can enjoy the whole of the Australian race, live from Melbourne. Commentators are Auto Express's Murray Walker, Jonathan Palmer and Tony Jardine.

Melbourne has taken over from Adelaide for this year's Australian Grand Prix and this brand-new track promises all the high-speed thrills of a street circuit.

Will current world champion Michael Schumacher (above) bring his Ferrari to winning form? Can Damon Hill get his season off to a flying start?

For those viewers who can't face getting up in the middle of the night, there is a repeat of the whole race at 9.10am, plus highlights in the evening on BBC2.

05.00, 10.00 **Eurosport: Formula One: Australian Grand Prix** Complete rerun
07.00 **Sky Sports: Opposite Lock - International Motorsport**
09.10 **BBC2: Australian Grand Prix** Repeat
14.50 **BBC2: Film: The Yellow Rolls-Royce** (1964, Comedy) The life of a car through three very different owners
18.00, 23.00 **Eurosport: Formula One: Australian Grand Prix** Repeated
21.40 **BBC2: Australian GP** Highlights

Pick of the week 2



IN *The Car's The Star*, shown again on BBC2, Wednesday, March 13 at 7.30pm, Quentin Willson looks at an enduring British success story.

The Land Rover (above) was launched in 1947 with rustproof aluminium-alloy body panels, rock-hard suspension, and a chassis that's virtually indestructible. Tony Mason also meets the owner of one of the Queen Mother's custom-built vehicles.

Monday, March 11

12.30 **Eurosport: Formula One: Australian Grand Prix** Repeated
17.00 **Eurosport: Speedworld**
22.00 **Discovery: Classic Wheels: Pontiac Firebird** Classic US sportster

Tuesday, March 12

07.30 **Eurosport: Formula One: Australian Grand Prix**
08.00 **Sky Sports: US Sports Cavalcade**
09.00 **Eurosport: Speedworld**
20.00 **Channel 4: Motor Mania**
22.00 **Discovery: Classic Wheels: Volvo** Swedish design success story

Wednesday, March 13

17.00 **Eurosport: Formula One** Grand Prix Magazine
17.30 **Eurosport: Motors Magazine**
19.30 **BBC2: The Car's the Star: Land Rover** SEE PICK OF THE WEEK 2. (R)
22.00 **Discovery: Classic Wheels: Saab** Sweden's aircraft-manufacturing car maker

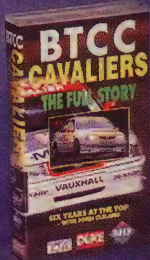
Thursday, March 14

10.30 **Eurosport: Formula One** Grand Prix Magazine
18.30 **Discovery: Beyond 2000** A car developed by Jamaicans for Jamaicans
20.30 **BBC2: Top Gear** Volvo's new S40 and V40 saloon and estate
21.00 **Discovery: Top Marques: Mercedes-Benz**
22.00 **Discovery: Classic Wheels: Porsche 911** The sports car designed by Hitler's favourite automotive engineer, Ferdinand Porsche

Auto saver

YOU don't have to be a Vauxhall fan to enjoy this video. BTCC Cavaliers - The Full Story charts the marque's saloon car campaign from Astra class wins to testing the new Vectra.

BTCC Cavaliers is available from all good video shops for £12.99, but we've got 10 to give away. For the chance to receive one, put your name and address on a postcard and send it to: Auto Express/Cavaliers Video,



London, SE99 7YJ, to arrive by March 21. The winners will be picked at random.

WIN Racing days with SEAT

Ever fantasised about letting rip on the race track? We're giving 24 readers the chance to win a dream day out

If you've ever fancied sampling the thrills of driving on a top British racing circuit, now's your chance! In March and April, SEAT is offering Auto Express readers this opportunity of a lifetime driving the latest cars from its Ibiza, Cordoba and Toledo ranges.

As guests of SEAT, you'll be given expert on-track tuition before setting out on your exciting solo laps. There are also various other driving activities planned for our lucky winners.

All you have to do to win one of our great SEAT Track Days is fill in the coupon below and tell us why you would like to come racing. Don't forget to say which track you'd like to drive at (see list below). There's one date for each track and we have 24 places up for grabs. The first four readers drawn at each venue will be our lucky winners.

HOW TO ENTER: Complete the coupon and send it to: Auto Express SEAT, London, SE99 7YJ, by March 19, 1996.



Name:

Address:

Tel no:

Nominated track:

In no more than 12 words state why you would like to spend a day at the race track with SEAT

Oulton Park

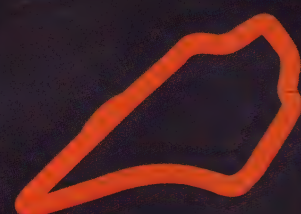
Cheshire March 26



Oulton Park Circuit, Little Budworth, Epsom, Cheshire CV6 9PX. Tel: 01829 760501. Fax: 01829 760578

Knockhill

Fife March 29



Knockhill Racing Circuit Ltd, nr Dundee, Fife KY12 9TE. Tel: 01383 733337. Fax: 01383 620107

RULES:

Normal Auto Express rules apply in this competition. Entrants must be aged 21 and hold a full, clean UK driving licence which must be produced on the day. The first four entries drawn for each venue will be the winners. You must be available to take up the prize on the dates below. There is no cash alternative. The editor's decision is final. No correspondence can be entered into.



Castle Combe
Wiltshire April 2



Castle Combe Circuit, Chippenham,
Wilt. SN14 7EX. Tel: 01249 782417.
Fax: 01249 782392

Brands Hatch
Kent April 11



Brands Hatch Circuits Ltd, Fawkham,
Dartford, Kent DA3 8NG. Tel: 01474
872531. Fax: 01474 874760

Donington Park
Derbyshire April 16



Two Four Sports Ltd, Donington Park,
Castle Donington, Derby DT7 28P.
Tel: 01532 810048. Fax: 01532 850422

Nutts Corner
Belfast April 19



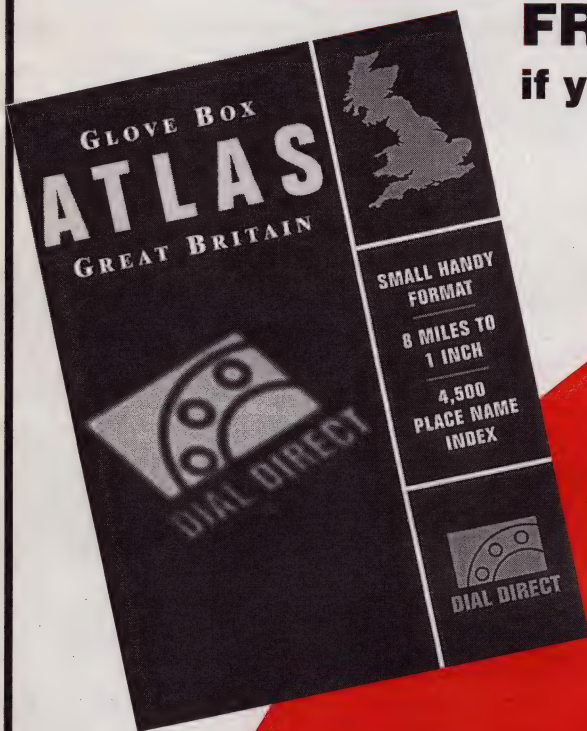
Nutts Corner Circuit, nr Aldergrove
Airport, Belfast

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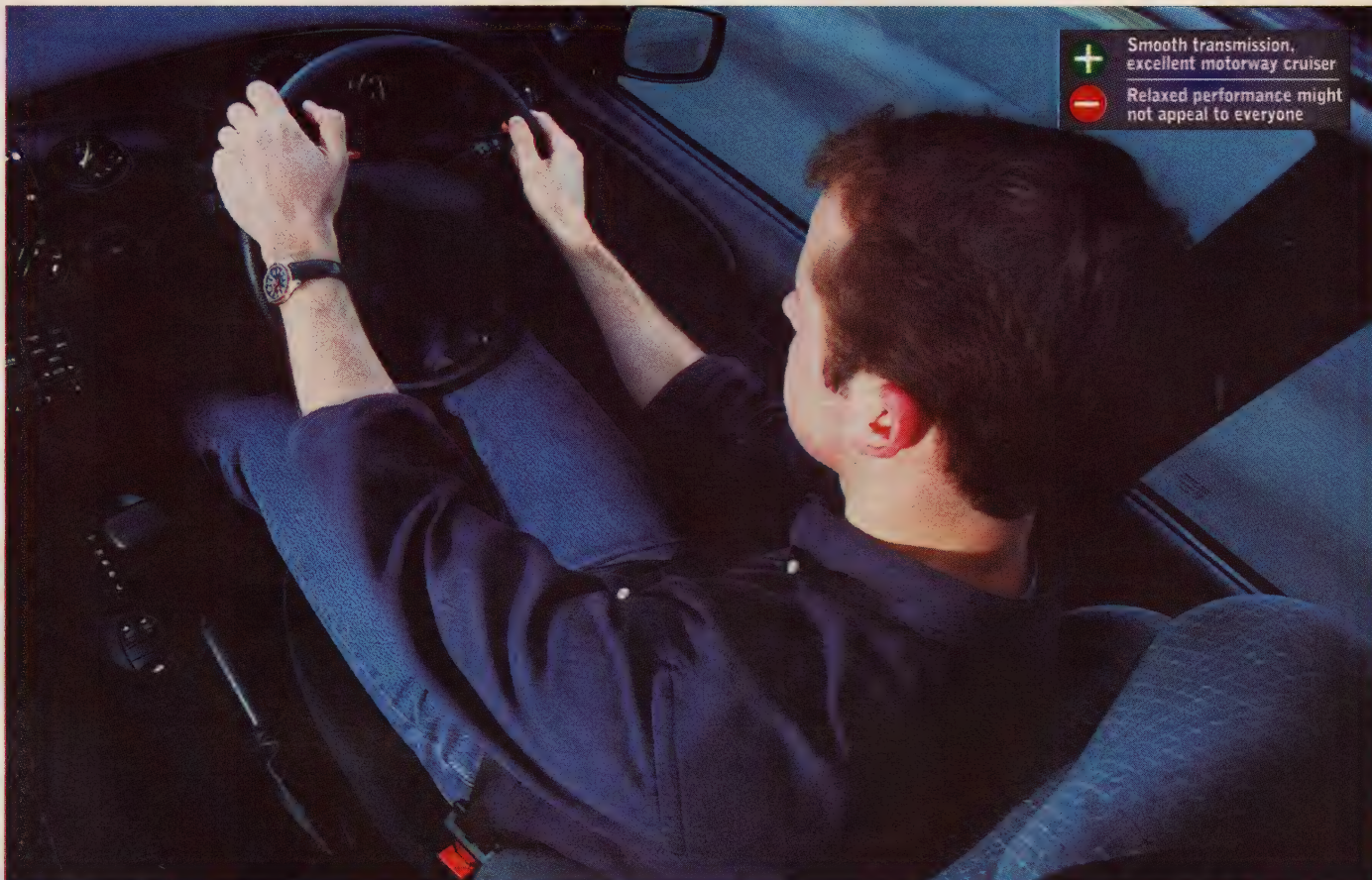
*Written details on request

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Quick test

Success of the new Escort auto will rely on the CVT system, which Ford claims is the smoothest and quietest of its type ever made. We reckon they're right



+ Smooth transmission, excellent motorway cruiser
- Relaxed performance might not appeal to everyone

Ford boxes clever

Britain's top-selling car has an automatic transmission at last. Is it worth changing up to? We sample a smooth shifter

IT'S been a couple of years since Ford produced an automatic version of its Escort, but Britain's best-selling range is now back to full strength.

Continuously variable automatic transmission (CVT) has been reintroduced on 1.6-litre models, adding £930 to their price tags.

CVT differs from a conventional automatic because the 'box doesn't have any fixed gears to shift through. Instead, a pair of pulleys linked by a steel belt adjust the gearing to suit every driving situation. Ford claims the new Escort has its smoothest and quietest CVT ever – and we reckon they're right.

At first, you might be put off by the flimsy gearlever, and there's a hefty jolt when you slide it from Park into Drive. Fortunately, the discomfort ends there.

Press the accelerator pedal

lightly and the Escort moves away with barely a hint of judder, picking up speed effortlessly. It's easy to drive around town and is just as unruffled on faster roads.

However, the CVT system takes the edge off the 1.6's usually perky performance, leaving the car feeling quick enough to keep up with traffic, but no more.

Unlike conventional automatic transmissions, the 'box doesn't kickdown to boost acceleration. Instead there's a slight delay while the power gradually feeds in. This takes some getting used to, especially when overtaking.

Relaxed

Back off the throttle once you've reached your desired speed and the transmission adjusts to a very high cruising ratio. The Escort feels relaxed on long journeys, and it's refined too.

The brakes are powerful and reassuring and an anti-lock system is available for £365. This is also available as part of a 'Safety Pack' option which costs £565, and includes a passenger airbag as well as adjustable rear head restraints.

The model featured here is the five-door LX, priced at £13,180. Like all new-generation Escorts, it handles slickly, helped by well-weighted, quick steering. Its totally overhauled cabin has a



The gearlever is rather flimsy

much classier and better quality air than the previous model, with a restyled dash and supportive new seats.

If you spend hours battling through traffic or cover long distances, Ford's new automatic is a boon.

Impeccable road manners mean it purrs along, but there might be times when you wish it had a little more get up and go.

● Max speed: 110mph, 0-60mph: 15 seconds, urban mpg: 25.7, insurance group: 7.

Robin Davies

Test marks

Ford Escort 1.6i LX automatic
Price: £13,180

	Excellent	Good	Average	Below av	Poor
Value	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Interior comfort	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Engine	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transmission	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Overall	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Ford Escort 1.6i LX automatic



It's easy to drive in town, and unruffled on faster roads too

Top 10 spread their wings

Car makers don't only make cars. Nat Barnes reveals the everyday – and often bizarre – commercial activities of the industry's biggest names



Swedish company Saab also makes military aircraft (main picture) though the parent company only owns half the car-making side. General Motors owning the rest

TANKS, ships, jet fighters, satellites, involvement in space programmes. It may sound like the CV of some crazed megalomaniac from a James Bond film who plans to take over the world, but the companies responsible for all of these can be found on or near your local high street.

Your friendly local car dealership is like an iceberg – you only see a fraction of a car company at the dealership, but hidden underneath are some of the largest corporations in the world involved in all areas of manufacturing. So what else is the firm that builds your car involved in?

Some of the most obvious companies aren't all they might seem. Rolls-Royce builds aircraft jet engines, but it's no longer the same company that makes cars, and hasn't been since the two divisions separated in 1971. Likewise, barring their name, Peugeot bicycles have no link with the French car firm.

Another relatively obvious one is Saab, which show off its jet fighters in TV adverts. But despite Saab owning the military aircraft side, it only owns half the car division (the other half is owned by General Motors). Ironically, the engines for the latest Saab Gripen plane are assembled by Swedish car-making rival Volvo.

Indian-based firm Tata is fairly new to Britain, but it began by building trains in the Fifties and has expanded to include pharmaceuticals, hydroelectric

power, a hotel chain and even cosmetics. And the strange links don't stop there. Until recently Volvo owned Sweden's largest brewery, and it also makes tobacco and matches. You can buy 4,000hp trains from GM, Toyota sewing machines, while Korean firm SsangYong annually makes enough cement to fill the Royal Albert Hall every five days for more than a year.

In fact, there are very few avenues of industry that car manufacturers haven't already explored. Mitsubishi, while taking a fairly small percentage of the UK car market, is one of 40 divisions under the umbrella of the Mitsubishi Corporation, the largest company in the world. You may be familiar with Mitsubishi televisions and videos, but how about its tank transporters, bullet trains, ship building, and the fact that it's a major partner in Japan's space programme? It also owns Nikon cameras, the Mitsubishi Urawa football club and is the biggest property owner in Japan.

But this is only the beginning. Daewoo takes 40 per cent of the UK microwave market under different brand names and is the second biggest shipbuilder in the world. Fellow Koreans



Daewoo is ranked the 30th largest company in the world, with computers as important as car manufacture

Hyundai own the biggest dry dock in the world, capable of building six ships at once, and make French TGV trains under license. Daewoo was ranked in Fortune magazine as the world's 30th largest company, and if all Hyundai's businesses were amalgamated (like Daewoo's) it would be in seventh place. To put that in perspective, US giant Coca Cola is 84th.

But what effect, if any, does this have when you come to buy a car? Hyundai spokesman Steve Kitson said: "Outside the UK, where Hyundai is a familiar name due to its other businesses, customers gain confidence by buying a car from a big, reputable firm. Many buyers, particularly those looking for transport rather than a piece of tradition, want the security a large company can give them."

Obviously it would be pretty foolish for car manufacturers to suggest that building oil rigs, lawn mowers and the like improves their car building skills, but there are circumstances where they can work together. The new Electronic Stability Control (anti-skid) system on Mercedes' S-Class incorporates space and aviation technology from holding company Daimler



Benz's other interests, and some Honda outboard motors are derived from engines in its Civic car range.

The VAG Group (incorporating Volkswagen and Audi) can make its cars more cheaply thanks to its Industrial Products department. The same washer pump that sprays Golf windscreens has been sold to a firm making drinks-dispensing machines. "As a car company, you can't possibly envisage the applications your components might have in other industries," said Paul Buckett from VW.

Yet some car manufacturers

make a point of not getting involved in other markets. Ford and Chrysler, respectively the world's second and sixth largest car builders, both feel the secret of their success is by not diversifying.

"In the Eighties, Chrysler got rid of most of its non-automotive interests and concentrated on its core business of building cars," said a Chrysler spokesman. "And the reason it pulled through that difficult period was because of that focus, which led to vehicles such as the Voyager and Grand Cherokee that turned the company around."

But if car manufacturers can build ships and microwaves, then what stops companies which make televisions and videos building cars? Nothing, because Samsung is already doing it.

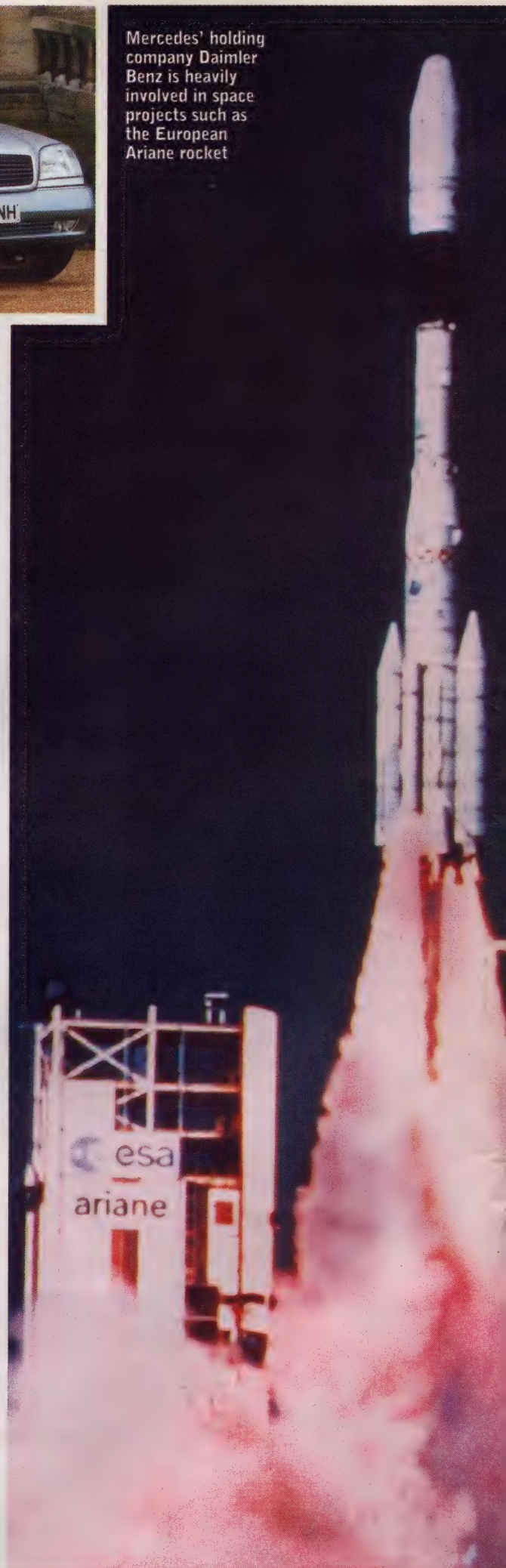
The Korean firm holds the largest market share in the world for monitors, microwaves and video recorders, and began looking at the car industry in 1984. It struck a technology transfer arrangement with Nissan and by last May, had already begun to sell commercial vehicles in Korea. By 1998, it will build Samsung-badged Nissan QXs and Almeras under license (rather like Daewoo did with the old-style Vauxhall Astra), with other models following later. It has a head-start on its rivals too, by being able to source components from its electronics, chemical and machinery industries.

Given that the majority of car companies vary their interests and that there are very few truly bad cars on sale today, it would seem that diversifying is beneficial. It's just a matter of coming to terms with the fact that your car is rather like a giant microwave, lipstick or sewing machine on wheels... ■

Mercedes' holding company Daimler Benz is heavily involved in space projects such as the European Ariane rocket



Fiat makes trains as well as stylish cars like the new Bravo





SsangYong products include household items like nappies...



... while its car-making division produces stylish off-rovers



Korean giant Hyundai owns the world's largest dry dock...



... and its passenger vehicle output includes the Lantra saloon

[Next week...]

Three soft options



■ MGF, Fiat Barchetta or Mazda MX-5? If you love roadsters, you'll love our great drop-top showdown

Shocking truth



■ Fast-fit rip-off: Don't take their word for it...

■ We dispel Mercedes myth that all new cars are the same. Blindfolded!

■ Mercedes Kompressor lands lethal blow on turbo rivals

The car news weekly

On sale Friday, March 15

Scratch and win

Driving this Nissan Almera is proving a bit of a lottery, says a pensive Andrew English...



WHY do new cars attract damage like jam jars do wasps? Even if you take extra care and park carefully, that brand new paint doesn't stay pristine for long.

Our Nissan Almera has been bashed twice in a fortnight. The first, a graze on the rear bumper, came just a week after we got the long-term test car, in a superstore car park. I drove away trying to take a philosophical view of the matter.

This would have worked had it not been for another incident on the motorway two weeks later. The Rover 620i ahead of me swerved in the overtaking lane and put two wheels into the central reservation gravel, showering small stones against the Nissan's windscreen. We were lucky to escape with one deep crack in the glass.

Having had its share of injuries, the Nissan settled down to a life of whizzing around in pursuit of test cars, deadlines and photographic shoots.

It's a role for which the Almera is well suited. The 1.6-litre engine only musters 100bhp, but that's enough to give a fair turn of speed without massive fuel consumption.

We have managed 30.5mpg, which compares well with Nissan's claim of a combined economy of 38.7mpg under the EC's new official fuel consumption tests. It's not too bad,

especially when you consider we are driving it a lot harder than Nissan's test engineers trying to get the very best figures out of their new baby.

This front-wheel-drive hatchback's real strong point, though, is its foolproof handling. Although the steering is slightly over-assisted, it is direct and there's even a bit of feedback to the driver.

The harder springs and dampers on the SRi version mean the Almera stays reasonably flat through corners, although the suspension is compliant enough to give a smooth, refined ride over bumps.

Select

The five-speed manual gearbox has well-spaced ratios and a lightweight change. It would be just about perfect were it not for an annoying fault which has developed with the second-gear synchromesh, making it difficult to select that particular gear.

We have told Nissan about this fault, which will be attended to when we have the first service at 9,000 miles.

Despite this irritation, our Almera is terrific to drive. In fact it looks a bit better with a few battle scars on it, but please don't tell any Rover drivers. ■

Tailgate spoiler adds a touch of class to unusual rear styling

Likes and dislikes

- ✓ Economy/performance
- ✓ Spacious interior
- ✓ Foolproof handling
- ✗ Gearbox problem
- ✗ Light steering at speed
- ✗ Drab dashboard

Interior is rather drab but driver's airbag is standard



Pictures: NATHAN MORGAN





Fact file

Make: Nissan
Model: Almera 1.6 SRi live-door
Acquired: November 1995
Basic price: £12,395
Engine: 1.6-litre 100bhp four-cyl
Miles to date: 5,000
Cost to date: Nil
Economy: 30.5mpg
Max. speed: 111mph
Insurance: Group 6

SRi's firm suspension keeps body roll in check without compromising ride comfort. Handling is foolproof



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In Schu

Benetton won the '95 constructors' title.
Its star driver won the F1 crown.
New signing Jean Alesi is
the first to admit he
has a very tough
act to follow

FRENCH racer Jean Alesi reckons 1996 is the year Michael Schumacher's ice-man image will finally be shattered. Alesi was ousted from Ferrari when Schumacher signed, but the 31-year-old thinks it's one of the best things that's ever happened to him.

"People claim I'm emotional and Schumacher is the opposite," he said. "But we'll see how Schumacher is when he's walking back to the pits holding his helmet because his car's broken down yet again."

"It's easy for people to say 'he's emotional', but it's difficult when your car is so unreliable."

The blue-eyed Frenchman is talking about his five-year stint at Ferrari, a spell which began in 1990 when Alesi was the hottest thing to hit Formula One since

the turbocharger. It's a period he looks back on with fondness even though he was barely speaking to the team management by the time it ended.

"When you're with a team for five years it's like being in a family, so I do miss it," he said.

It goes without saying that he won't miss the appalling reliability which cost him the chance of winning at least four races and caused numerous temper tantrums.

When he finally won his first grand prix, in Canada last year, it was a burden off his shoulders.

"I felt so tired afterwards because I'd been waiting so long for it to happen. I hope not to have to wait another five years to win my second."

It's said without bitterness. Alesi seems to find it hard to

macher's shoes



believe that, despite Ferrari's massive technical resources, it's still suffering reliability woes.

And although Schumacher left no place for him at the Italian team, Alesi is above laughing at his rival's testing troubles.

"I had some good moments there and I don't wish bad things on them," he said.

Then he added: "At Ferrari you're under huge pressure. And when you have a problem everyone blames it on everyone else – no one takes responsibility and it all comes back to the drivers."

Pressure is something Alesi has had to deal with throughout his F1 career. He burst on to the grand prix scene in 1989 when he finished fourth in the French GP for Tyrrell. By the end of 1990, he was the most sought-after man on the grid and had signed contracts for Tyrrell, Williams and Ferrari.

When the lawyers had untangled the mess, Ferrari's massive chequebook lured him to race for the reds where he became a hero of the Italian fans. He's still a celeb in Italy; the 8,000 people

who lined a Sicilian street for Benetton's new car launch proved that. And he's optimistic he can pay them back for his barren Ferrari years.

Alesi revealed: "I'm confident for 1996 because it's the first year in F1 that I've done a decent amount of testing on a new car before the first race."

Even so he warned that it won't be plain sailing for Benetton: "I think Damon Hill is the favourite for the title because he knows the team and car. But I want to be in the top three and fight for the title all season."

Glamour

Alesi's background is a far cry from the glamour of F1. His parents are Sicilian but moved to Avignon in France when Jean was young. He trained as a panel beater and used to work in the family bodyshop.

With his film star good looks, beautiful actress girlfriend, and more money than most people earn in a lifetime, you could forgive Alesi for being arrogant. But he's a modest man who claims to enjoy nothing better than sitting in the garden at his family home.

As he reclines in his deckchair, Jean will probably reflect on Schumacher and that £20 million Ferrari retainer. If he does feel a twinge of jealousy, it'll be overcome by memories of the aggro he endured and he'll probably conclude his own £5 million pay packet is easy money.

James Foxall

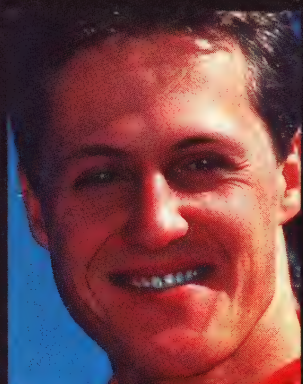


Taking up where the champ left off – Alesi will be under enormous pressure at Benetton



It was five years before Jean won his first Formula One race, the 1995 Canadian GP

Pictures: EMPICS, ALLSPORT & ACTION-PLUS



How long will Schuey smile?

Eddie Irvine p97



The Ferrari's poor reliability robbed Alesi of four victories



This unknown Brit is at the sharp end of the Silver Arrows' assault on the BTCC. Bet he's feeling nervous

JOHNN Bintliffe certainly knows what it's like to be dropped in at the deep end. A couple of months ago the 29-year-old Yorkshireman was nothing more than a weekend Fiesta racer – next month he lines up alongside world champion Frank Biela in Audi's two-pronged attack on the 1996 British Touring Car Championship.

Bintliffe's feet have hardly touched the ground since his signing for the crack 'Silver Arrows' team in early January, ahead of big names such as Derek Warwick and Julian Bailey. "Things have certainly changed. Last month I probably only had two or three days at home. It never stops now, and there's no way I could do another job as well," says Audi's new man.

February began with two weeks of high-altitude training in



Audi's exclusive

St Moritz, Switzerland – a far cry from his old exercise bike at home in Harrogate. And then, last week, John finally got to try out the four-wheel-drive A4 which will be his steed for all 26 rounds of this season's championship.

To give its drivers a brief taste of what's in store, last week Audi arranged a special familiarisation test at Vallelunga in Italy where Bintliffe and Biela were joined by some of the German marque's overseas aces, notably French champion Yvan Muller and former

Sauber F1 star Karl Wendlinger.

"It must seem odd to most people. They see me as Johnny From Fiestas, and that's a million miles from rubbing shoulders with famous grand prix high-rollers like Karl Wendlinger," says Bintliffe.

With several drivers on hand at Vallelunga, they spent rather more time twiddling thumbs than steering wheels. Nevertheless, John was extremely impressed by those first few laps in the awesome all-wheel-drive A4. "For me, at the moment, any Super Touring car

would be a bit special, but more so the Audi. It has stunning brakes, which are amazing by any standards." Messrs Menu, Hoy, Cleland, Winkelhock and the rest of the BTCC rivals, be warned.

"Obviously I still need a lot more time behind the wheel. Frank's car is due in Britain this week and, touch wood, mine will arrive the week after. It's cutting things a bit short – so far this year it seems all I've done is lots and lots of talking!"

Bintliffe says he's excited

"They see me as Johnny from Fiestas – a million miles from rubbing shoulders with F1 high-rollers"

rather than nervous about joining the bumper-to-bumper BTCC series. Philosophically he says: "All

I can do is my best. If I'm on pole by 10 seconds then brilliant; if I'm 10 seconds behind the back of the grid, then that's the way it is.

"There's no point in losing sleep about it, that's only going to make it much worse."

One thing is certain. Audi is going to be a major force in Britain's fast and furious championship this year. Its four-wheel-drive system means there will be big smiles in the Audi pit on rainy race days, while battle-scarred German Biela

iffie



[Eddie Irvine]

inside line



Ulsterman Eddie Irvine is team-mate to world champion Michael Schumacher at Ferrari. For 1996 he's previewing all 16 of this season's grand prix races

“ IT seems strange going to Australia for the first race of the season. Ever since I've been a Formula One driver, the Australian Grand Prix has been the last race of the year and it's always been a brilliant place to finish the season. I've always had a fantastic time there. It's been by far the biggest event of the grand prix calendar because the Australians seem to use the race as an excuse to have a massive party.

Although the Melbourne race kicks off the season this year, I don't think it will be any different because the Aussies love a good time. All I can really say is: party on! I think other countries which host grands prix could learn a lot from the Australians; just putting on a race isn't enough these days. You've got to think beyond the specialist motoring press and target general interest and lifestyle magazines too.

The powers that be realise that and Formula One is working up to it. But that's the future. A more pressing engagement for me is the one I've got for Ferrari in Melbourne's Albert Park this weekend. I don't know anything about the track first-hand. My mate John Watson, who commentates for Eurosport, has been there to do a preview for the race and he said it looked pretty impressive. There seems to be a good mix of both fast and slow sections. And the beauty of the place is that everyone is starting on a level playing field – none of us has driven on the circuit, let alone raced round it in an F1 car.

I've been working on my fitness over the winter but you can't beat driving to keep you race fit. Formula One really gets to your neck because of the G-forces during cornering and it's been quite some lay-off since the last race of 1995. It's a good job I'm such a naturally fit human being, isn't it?

When you turn on your TV to watch the race this Sunday, I think Williams will be the benchmark we are all trying to match up to.

Damon Hill should be in front because I think Jacques Villeneuve is just too new. It's been said before but I'll say it again because it's so important: consistency pays off in this game and it will help Hill being with a team he knows intimately.

As for me, it's going to be like a test session because I've done very little driving over the winter and our new F310 car is relatively untried because we're a bit behind schedule with it.

But we've got to do the best we can with what we've got, because that's the only way we're going to improve. This season is going to be fiercely competitive. Benetton will be looking to carry on where it left off last season but without Michael Schumacher I think they will struggle. And McLaren have got a lot to prove too. The next time you hear from me, I'll have a better idea of which way this season is going to swing. Whatever happens, you can be sure Michael and I will be doing our utmost to get Ferrari back at the front of the grid.”

Pictures: SUTTON PHOTOGRAPHIC

circle



World champ as team-mate

never settles for second place. Fearless Frank comments: "I'm really looking forward to the challenge of racing against new competitors and on strange circuits. I'm sure we'll be successful."

The message ringing out from the team's base in Ingolstadt is loud and clear: "Move over BMW, Ford, Renault and the rest. It's Audi's turn at the front."

Jonathan Gill



Bintcliffe has limited experience of the four-wheel-drive Audi

Sport update p98

Blundell's blunder



MARK Blundell's IndyCar debut was nearly oval and out before it began.

The 29-year-old's debut disaster in the PacWest Reynard-Ford began when it poured with rain on the vital qualifying day for the Miami Grand Prix in Florida, robbing oval circuit virgin Blundell of valuable track experience.

Then after qualifying on race day morning, Mark lined up 19th out of 27 runners. But as the field came round for the rolling start, former motorcycle racing champion Eddie Lawson moved over on Blundell, causing the Brit to spin even before the field was flagged away.

Mark said: "Eddie was on the outside and I think he was still hanging his knee out. But luck was smiling on me and I managed to get going again OK."

But things didn't get any better during the race. As Canadian Paul Tracy roared into an apparently unassailable lead, rain fell on the one-and-a-half mile oval, forcing the race to be stopped.

When it was restarted, Tracy retained his lead until his Penske-Mercedes' gearbox blew. But not before Blundell made a costly yellow flag blunder.



Jimmy Vasser powers to a win in the first IndyCar race of the season

After an accident, Mark inadvertently passed the pace car, illegal in motorsport, and was shown the black flag for a stop/go penalty.

He said: "When I saw it, I thought to myself 'that just about sums up my day.'"

But it wasn't all bad news for

Mark. The Brit battled through to finish his first ever oval race in 17th place.

Mark added: "It was a very difficult weekend. I couldn't get the car handling as I wanted it, but I feel I learned a great deal."

James Foxall

Miami Grand Prix results

- | | |
|----------------------------------|--|
| 1 Vasser Reynard-Honda | 5 Rahal Reynard-Mercedes |
| 2 de Ferran Reynard-Honda | 6 C Fittipaldi Lola-Ford |
| 3 Gordon Reynard-Ford | ● 17 Blundell Reynard-Ford, four laps behind winner |
| 4 Pruett Lola-Ford | |

Golden age for Jordan?

THE Jordan grand prix team has lit up a bright new future thanks to a \$15 million sponsorship deal with Benson and Hedges.

The backing will give the Silverstone-based team the resources to buy its way up the grid by poaching top engineers, designers and drivers from other teams.

Team boss Eddie Jordan said: "It is a major breakthrough. This is the final part of the jigsaw to secure the future success and competitiveness of the team."

Italian star Gianni Morbidelli is in line for the Jordan test and reserve driver's job, backing up regular drivers Rubens Barrichello and Martin Brundle.

The new Jordan 196 cars will sport the sponsor's livery at Sunday's Australian GP, the 1996 world championship opener, but do not adjust your set – the sandy colour shows better on TV than B&H's traditional gold.

Flying Scot Colin McRae lives up to his nickname with a dominant win in Thailand



McRae's flying high

WORLD champion Colin McRae is back to his winning ways; the flying Scot dominated this week's Thailand Rally, opening round of this season's prized Asia-Pacific Championship.

After his disappointing third place in the opening round in Sweden, mighty McRae was on superb form, laying down the gauntlet right from Sunday's start. After three days in command Colin was still in front to lead

home an impressive Subaru clean-sweep, team-mates Kenneth Eriksson and Piero Liatti finishing second and third.

Englishman Richard Burns challenged hard in the early stages but the Mitsubishi man crashed, leaving the road clear for yet another Subaru steam-roller.

Burns' stablemate, Tommi Makinen, also failed to finish; his Mitsubishi simply couldn't stand the blazing pace set by McRae and

team-mates on Thailand's notoriously rugged roads.

"A few of the stages were really rough," reported Colin. "My car took a real hammering but it was fantastic throughout. The Subaru is like a tank, it goes on and on."

The next event on McRae's globe-trotting itinerary is an even more gruelling world championship round, the Safari Rally in East Africa at Easter.

Jonathan Gill

[Last lap]

● **FERRARI** test driver Giancarlo Fisichella is a last-minute replacement for Taki Inoue at Minardi in Sunday's Australian GP. At 23, highly-rated Fisichella is a man to watch.

● **McLAREN'S** F1 GTR of Britons Ray Bellm and James Weaver pipped a pair of Ferrari F40s at Paul Ricard in the opening round of the Global Endurance GT series.

● **BRIDGESTONE** will supply Formula One tyres in 1998, though no decision has been made yet about which teams it will supply. Goodyear currently has the F1 monopoly.

● **SKODA** is entering a works Felicia 1.6 in all five rounds of this year's British Rally Championship, driven by Steve Wedgbury.

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Contract Term	24 months
APR	0%
Monthly Repayment	£254.90

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New car prices

	Body/Doors	Max Speed	0-60	MPG Urban	Ins Grp	Depreciation	Price	Auto		Body/Doors	Max Speed	0-60	MPG Urban	Ins Grp	Depreciation	Price	Auto		Body/Doors	Max Speed	0-60	MPG Urban	Ins Grp	Depreciation	Price	Auto	
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Prelude - 175"/69"																											
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2.2																											
2.3 VTEC																											
Legend - 195"/71"																											
3.2 Saloon																											
NSX - 173"/71"																											
3.0-T																											
● HYUNDAI (36/72/36 d.c.: £425)																											
Accent - 162"/64"																											
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1.3 Coupe Si																											
1.5																											
1.5 GSi																											
1.5 GLSi																											
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Lantra - 174"/67", estate 175"																											
1.6 Si																											
1.6 GLSi																											
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1.6 GLSi Estate																											
1.8 CD Estate																											
SCoupe - 166"/64"																											
1.5 MVI																											
1.5 MVI SE																											
1.5 MVI Turbo SE																											
Sonata - 185"/70"																											
2.0 GLX																											
2.0 CD																											
3.0 V6 auto																											
● ISUZU (24/72/12 d.c.: £420)																											
Trooper - 162"/69", 5dr 176"																											
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3.1 TD LWB																											
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3.1 TD LWB Cit																											
● JAGUAR (36/72/36 d.c.: £530)																											
XJ Saloon - 198"/71", LWB 202"																											
XJ6 3.2																											
Sovereign 3.2																											
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